

27th February, 1925

THE

# LEGISLATIVE ASSEMBLY DEBATES

(Official Report)

SECOND SESSION

OF THE

SECOND LEGISLATIVE ASSEMBLY, 1925



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1925

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# LEGISLATIVE ASSEMBLY.

Friday, 27th February, 1925.

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

## QUESTIONS AND ANSWERS.

### STRENGTHS OF THE UNIVERSITY TRAINING CORPS.

1080. \***Khan Bahadur Sarfaraz Hussain Khan**: Will the Government be pleased to state the strength fixed for each of the several University Training Corps in India?

**Mr. E. Burdon**: I lay on the table a statement showing the present constituted strengths of the 6 battalions and 2 companies of University Training Corps.

*Statement showing the present constituted strengths of the University Training Corps.*

Units.	Authorised Establishments.
1st (Bombay) Battalion, University Training Corps . . .	664
2nd (Calcutta) Battalion, University Training Corps . . .	664
3rd (United Provinces) Battalion, University Training Corps . . .	664
4th (Lahore) Battalion, University Training Corps . . .	664
5th (Madras) Battalion, University Training Corps . . .	664
6th (Burma) Battalion, University Training Corps . . .	664
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### UNIVERSITY TRAINING CORPS.

1081. \***Khan Bahadur Sarfaraz Hussain Khan**: (a) Will the Government be pleased to state whether any of the Universities has applied to the Government of India for raising the strength of its Training Corps?

(b) If so, will they please name them?

**Mr. E. Burdon:** (a) and (b). No application has, so far, been received from any University asking for the strength of its Training Corps to be raised.

#### REPORT OF THE CIVIL JUSTICE COMMITTEE

1032. **\*Mr. K. Venkataramana Reddi:** Will Government be pleased to state when the Report of the Civil Justice Committee will be made available to the public and whether opportunity will be given to this House to express its opinion on the Report before any action is taken by Government upon it?

**The Honourable Sir Alexander Muddiman:** The date of the publication of this Report must depend upon when the Press will be able to supply us with the necessary number of copies, and I do not yet know when that will be, though I hope to receive information in a few days. In regard to the second part of the question I can only say that I have not yet examined the Report in detail. I have, however, seen that many of the recommendations in it will involve proposals for legislation which must be brought before this House.

#### REPRESENTATION OF INDIA AT THE INTERNATIONAL PRISON CONGRESS.

1033. **\*Mr. K. Venkataramana Reddi:** Are Government aware that the International Prison Congress will be held in August this year? Will Government be pleased to state whether India will participate in the said Congress; if not, will Government be pleased to consider the desirability of India being represented in the Congress?

**The Honourable Sir Alexander Muddiman:** Yes: India will be represented by Lieutenant-Colonel W. Gillitt, C.I.E., M.D., I.M.S., Inspector General of Prisons, Bihar and Orissa.

#### INDIGO MANUFACTURE IN INDIA.

1034. **\*Mr. K. Venkataramana Reddi:** (a) Are Government aware that indigo manufacture in India has decreased considerably owing to depression in the trade?

(b) Will Government be pleased to state whether they have investigated or propose to investigate into the causes which brought about the depression?

(c) If the answer to the former part of the question in clause (b) is in the affirmative, will Government be pleased to state them in detail?

(d) Do Government contemplate any action to give an impetus to the revival of the indigo trade in India on a large scale? If not, why not?

**Mr. J. W. Bhoze:** The matter is under inquiry and a reply will be sent later to the Honourable Member.

ACCIDENTS IN THE STONE-YARD OF THE IMPERIAL CAPITAL WORKS, DELHI.

1035. \*Mr. K. Venkataramana Reddi: Will Government be pleased to state the number of workers, if any, who have died or been seriously injured disabling them for life, in the stone-yard of the Imperial Capital Works, Delhi, giving details in each case as to the cause of each accident and its result? What compensation, if any, has been paid to them or their families?

The Honourable Sir Bhupendra Nath Mitra: There have been altogether 13 accidents in the stone-yard during the last nine years, 4 of which have been fatal. Of the 9 who were more or less seriously injured none were totally disabled. I lay on the table a statement giving details of each case. No compensation was paid by Government. In one case the family of a labourer who met his death was paid Rs. 800 by the contractor under whom he was employed.

*List of Fatal Accidents at the Stone-yard.*

Serial No.	Name.	Cause of accident.	Date of accident.	REMARKS.
1	Manga .	Fall, due to coming in contact with an electric main while attending to a travelling crane.	27-1-1919	This man was working the head traveller and went up aloft to put the chain right which had come off the wheel. He came in contact with the contact wire for the electric traveller working in the next shed.
2	Lalia .	Lifting of a heavy stone by a crane. The edge of the stone held by the dog broke. Workmen are aware of this danger but disregard it through familiarity.	18-3-1923	Unavoidable accident.
3	Yousuf .	Fell from a height of 6 feet; no outward injuries.	6-9-1923	Died 12 hours after accident.
4	Lachhman .	A heavy stone about a ton in weight slipped and fell from a trolley.	17-10-1924	Lachhman Stonemason, was working on the ground, when a stone fell from a trolley on top of him. Orders disregarded regarding keeping clear of trolley mainly through familiarity of the work. Rs. 200 paid to his brother, by contractor R. S. Baikh Singh.

*List of accidents involving injuries at the Stone-yard.*

Serial No.	Name.	Cause of accident.	Date of accident.	REMARKS
1	Sukhai . . .	Fall of a stone on her fingers.	8-5-1916.	8 fingers of right hand and 1 of left crushed.
2	Mahammad Ilyas	Oiling a crane . . .	24-7-1916	2 fingers of right hand crushed.
3	Chanta . . .	Do. . . .	16-8-1916	Right hand crushed.
4	Abdulla . . .	Cleaning a stone cutting machine.	17-5-1917	Little finger fractured, palm of hand crushed.
5	Gopal . . .	Struck by a stone whilst passing a stone cutting machine.	14-6-1917	Right foot crushed, extent of wound 4" x 3".
6	Ghisa . . .	Lubricating a stone cutting machine.	10-8-1917	2 fingers badly crushed and one fractured.
7	Ram Hans . . .	Entangled in belting of main shafting at a height of 15 ft. above ground, and was thrown down.	17-11-1917	This man was hurt by main shafting about 15' above ground, his loose coat being caught by belting bringing him to the ground. He had no right to be there, it is the oilman's duty only to be there whilst machines are working. All counter-shafts at ground levels are protected.
8	Tirkha . . .	While handling a stone in the lifting machine, the hooks slipped and the stone crushed his foot.	5-12-1917	Foot badly crushed. Paid his salary while unfit for work.
9	Tukki . . .	Contact with an electric main while engaged in erecting a shed.	15-5-1922	Touched the main electric wire 400 Volt while working on erection of new shed.

## CAPITAL EXPENDITURE OF VARIOUS RAILWAYS.

1086. \***Mr. Jamnadas M. Mehta:** Will Government be pleased to state:

- the total amount of capital expenditure sanctioned for each of the railways for each of the years from 1919-20 to 1924-25,
- the actual expenditure which was incurred by each of the railways,
- the reason for any excess or deficit over these figures as the case may be?

**Mr. G. G. Sim:** (a), (b) and (c). It is presumed that the Honourable Member refers to a comparison of capital expenditure for each of the years 1919-20 to 1924-25 with the sanctioned grants for those years. If so, the information is available from the Audit and Appropriation Reports by the

Accountant General Railways for 1919-20 to 1922-23, copies of which have been placed in the Library. Similar Reports for 1923-24 and 1924-25 will also be placed in the Library of the House as soon as they are ready. The Reports for the years 1919-20 and 1920-21 only show the total capital expenditure compared with the total sanctioned grant for all railways. The information for each railway for those years will be supplied to the Honourable Member if he requires it.

QUINQUENNIAL PROGRAMMES OF CAPITAL EXPENDITURE FOR THE  
VARIOUS RAILWAYS.

1037. **\*Mr. Jamnadas M. Mehta:** (i) Will Government be pleased to explain why they have not put forward, as arranged at the time of the consideration of the report of the Railway Finance Committee by the Assembly, particulars of quinquennial programme for capital expenditure at the conclusion of three years after the beginning of the first five-year programme?

(ii) Will Government make these particulars available this session?

(iii) If not, why not? When will Government announce those particulars?

**Mr. G. G. Sim:** As has been stated in the Report by the Railway Board on Indian Railways for the last two years, the quinquennial programmes have been completely overhauled as recommended by the Retrenchment Committee. The present position is that on some railways it has been found possible to approve of a tentative programme for the next five years but each programme is being continuously overhauled and it is hoped that it will be possible soon to put forward before the Standing Finance Committee the individual programmes for each railway.

ENCOURAGEMENT OF RAILWAY INDUSTRIES.

1038. **\*Mr. Jamnadas M. Mehta:** Will Government be pleased to state:

- (a) what encouragement they have succeeded in giving to railway industries in India as the result of the report of the Railway Industries Committee and of the promises which were held out at the time of the passing of the last five-year capital programme?
- (b) Have any complaints been received by Government with regard to the Stores Rules recently passed as affecting railway industries in the country?
- (c) What portion of the capital expenditure incurred up-to-date has been incurred in India for articles of Indian manufacture and what percentage it forms of the total outlay?
- (d) Have Government any further programme in view in order to secure the results, which they had aimed at on that occasion?

**Mr. G. G. Sim:** (a) The actual recommendation of the Railway Industries Committee was that, if a Tariff Board were constituted and the question whether protection should be extended to the steel industry were committed to that Board for examination, it should be instructed also to investigate the wagon, locomotive, and similar industries, to consider the bearing on such industries of any proposals it might make in respect of steel, and to make such recommendations as it might think fit in regard



to these industries. The Committee also pointed out that the industries with which they were concerned could not be taken in isolation and separately from the steel industry as a whole and that the existence of a healthy steel industry was a condition precedent to the establishment in India of the manufacture of wagons and locomotives on really sound and healthy lines.

As the Honourable Member is aware, the steel industry has now been encouraged by the imposition of protective duties and the wagon industry by the grant of bounties. The Tariff Board have also examined the question whether any protection should be given to the locomotive building industry, but were unable to make any recommendation except that special consideration should be given to one particular firm. That special consideration has been extended to the firm.

(b) No.

(c) Information in the form required is not available but I lay on the table a statement showing the total value of imported and indigenous materials purchased by the principal railways in 1922-23 and 1923-24 both for the capital programme and for programme and ordinary revenue purposes.

(d) The Government of India are considering whether they should not refer to the Tariff Board for inquiry the position of the engineering industry with regard to the manufacture of many articles in common use on railways, e.g., various component parts of wagons.

Year.	Imported materials (Rs. Crores.)	Indigenous materials (Rs. Crores.)	Total purchases.	Percentage of indigenous materials on total purchases.
1922-23 . . . . .	21.69	9.17	30.86	29.71
1923-24 . . . . .	18.79	8.27	27.06	30.05

*Note.*—The figures under indigenous materials do not include coal, coke, stone, bricks, lime, ballast, etc., which are ordinarily purchased in India.

**Mr. Jamnadas M. Mehta:** Is the House to understand that the locomotive industry at any rate is not going to come into existence for several years?

**Mr. G. G. Sim:** Yes, Sir.

#### ORDERS FOR INDIAN RAILWAYS PLACED WITH THE SAXON CARRIAGE AND WAGON WORKS OF GERMANY.

1039. **\*Mr. Jamnadas M. Mehta:** Will Government be pleased to state:

- What orders for Indian railways have gone to the Saxon Carriage and Wagon Works of Germany as announced recently in the press?
- How did these prices compare with prices in the United Kingdom and prices in India?
- Do Government intend to encourage Empire manufacturers, i.e., manufacturers in the United Kingdom and manufacturers in India, the latter on lines approved of by Legislature under the Indian Steel (Protection) Act?

**Mr. G. G. Sim:** (a) and (b). Government have no information.

(c) It is not the present policy of Government, when placing orders outside India, to give preference to goods of Empire manufacture. Empire manufacturers are required to tender on the same terms and conditions as manufacturers in other countries outside India. As regards manufacturers in India, the provisions of the Steel Industry (Protection) Act, 1924, and the Rules for the purchase of stores for Public Service will be given full effect to by Government in order to encourage Indian industries.

#### MANUFACTURE OF RAILWAY WAGONS IN INDIA.

1040. **\*Mr. Jamnadas M. Mehta:** Will Government be pleased to state:

- (a) The wagon building capacity of manufacturers in India who have set up wagon works?
- (b) The requirements of the Government of India for this year and for the next three years?
- (c) How do Government propose to keep the wagon works going by distributing their requirements amongst them and what provisions have they made to carry out the intentions of the Indian Steel (Protection) Act, particularly with reference to the variation in exchange since the passing of that Act?

**Mr. G. G. Sim:** (a) On such information as is in their possession, the Government of India think that manufacturers of wagons in India might be able to deliver between 2,800 and 3,300 wagons in 1925-26.

(b) In 1924-25, 3,325 wagons for all the railways joining in the combined tender for wagons, of which 1,070 were A2 and 1,445 C2 wagons. In 1925-26, 4,175 wagons for the same railways, of which 1,510 are A2 and 1,450 C2. I mention the figures for A2 and C2 wagons since these are the types to which a bounty is at present attached. The Honourable Member will remember that the Tariff Board recommended that in the interests of the industry the bounty should be confined to as few types as possible, and these types were selected since it is of them that our purchases are usually largest.

It is not possible to give any estimate of the requirements in 1926-27 or 1927-28.

(c) On orders already placed, there will remain about 2,275 A2 and C2 wagons to be delivered by Indian manufacturing firms in 1925-26, and further orders for 480 A2 and 425 C2 type wagons have recently been offered to Indian firms. Any effect of the rise in exchange in raising the Indian manufacturer's cost of production is neutralised by an increase in the amount fixed as the bounty per wagon.

#### DECREASE IN THE EXPORT OF COTTON YARN AND MANUFACTURES.

1041. **\*Mr. Jamnadas M. Mehta:** Will Government be pleased to state:

- (a) Whether their attention has been drawn to the decrease in the export of cotton yarn and manufactures from India by two crores of rupees in the last year under report?
- (b) Whether Government are aware that the export of cotton yarn and manufactures from India has been on the decline and that markets, which were formerly available for this country, are being captured by other countries?
- (c) Have Government any steps under consideration for safeguarding the industry of the country, and, if so, what are those steps?

**Mr. G. G. Sim:** (a) The declared value of cotton manufactures exported from India in 1923-24 was 2 crores below that of the previous year. To some extent, this was due to a fall in the value of goods, as there were actual increases in the quantities of piece-goods, handkerchiefs, miscellaneous cotton manufactures and canvas exported. There was a considerable fall in the quantity of yarn exported.

(b) As already explained, there has been a decline in the exports of yarn, but the exports of piece-goods have been maintained and were, for the first 9 months of the current year, somewhat in excess of those for the same period in the preceding year. The largest decrease has been in the exports of yarn to China, owing probably to the development of the local industry and increased competition.

(c) The Government are not aware that special measures for safeguarding this industry are required.

PLACING OF CERTAIN COPIES OF BRITISH ACTS IN THE LIBRARY OF THE  
LEGISLATIVE ASSEMBLY.

1042. **\*Mr. Jamnadas M. Mehta:** (1) Will Government be pleased to place in the Library a copy of the following measures of the United Kingdom?

- (a) Anti-dumping Act and rules made thereunder.
- (b) Safeguarding of Industries Act and rules made thereunder.
- (c) Trade Facilities Act and the rules made thereunder.
- (d) Scheme for export credits.

(2) Will Government be pleased to state whether there are any provisions in India corresponding to these Acts and the rules under them?

**Mr. L. Graham:** 1. The Public General Acts from 1921 are in the Library and for the earlier years Chitty's Statutes are available.

The volumes of Statutory Rules and Orders are not at present in the Library, but a complete set will be obtained and placed there. In the meantime the Librarian has been instructed to keep the copy belonging to the Legislative Department Library at the disposal of Honourable Members.

(2) The only British Indian Act which is in any way *in pari materia* with the measures referred to is the Steel Industry (Protection) Act, 1924.

PRINTING OF GOVERNMENT SECURITIES, STAMPS AND CURRENCY NOTES  
IN INDIA.

1043. **\*Mr. Jamnadas M. Mehta:** Will Government be pleased to state what progress they have made with regard to the printing of Government securities, postage stamps and Indian currency notes in India?

**The Honourable Sir Basil Blackett:** The Security Printing Press is under construction at Nasik Road at present and it is expected that the actual printing of stamps will commence early in 1926. It is the intention of the Government of India to take up the question of printing Government security forms and currency notes at the Press as soon as it is possible to do so in the light of the experience gained in printing stamps. The present contract with the Bank of England for the printing of currency notes runs until 30th June, 1929.

**Khan Bahadur W. M. Hussanally:** May I know what would happen to the establishments which are now being maintained in connection with stores and other things at various places like Karachi, Madras and other places? Are these to be transferred to Nasik, or discharged or embodied in other departments?

**The Honourable Sir Basil Blackett:** I think the Honourable Member is referring to storage centres, which, like the flowers that bloom in the spring, have nothing to do in the case.

QUESTIONS DISCUSSED BY SIR BHUPENDRA NATH MITRA WITH HIS MAJESTY'S GOVERNMENT.

1044. **\*Mr. Jamnadas M. Mehta:** Will Government be pleased to state:

- (a) What were the specific questions, which Sir B. N. Mitra took with him for discussion with His Majesty's Government at the other end?
- (b) What was the conclusion reached in each case?
- (c) Do Government propose before committing this country finally to any settlement to give this Assembly an opportunity of considering these provisional conclusions?

**The Honourable Sir Basil Blackett:** The Honourable Member is referred to the reply given on the 23rd ultimo, to Khan Bahadur Sarfraz Hussain Khan's question on this subject.

INDIA'S WAR CONTRIBUTIONS.

1045. **\*Mr. Jamnadas M. Mehta:** Will Government be pleased to state:

- (a) The different dates, on which India's war contributions were paid and the manner in which the remittances were arranged and the credits settled?
- (b) The balance remaining under this heading now to be settled?
- (c) Has India paid any interest on outstanding balances under this head during the last five years?
- (d) If so, at what rate has this interest been paid?
- (e) Has India recovered any interest from the United Kingdom for any balances of Indian money due from His Majesty's Government, which were not paid on due dates during any time after 1914?

**The Honourable Sir Basil Blackett:** (a) The contributions to the war, paid from the revenues of the Government of India, other than the special contribution of £100 millions to which I shall refer later, amounted to £46,803,000, which is made up of (i) £33,203,000 being the ordinary maintenance charges of the troops, etc., of the permanent establishment sent from India to the various Indian Expeditionary Forces and (ii) £13,600,000 being a part of the additional assistance offered in pursuance of the Resolution of the Indian Legislative Council in September 1918. The first item was accounted for by reducing the Government of India's claim for expenditure recoverable from His Majesty's Government in each year from 1914-15 and the second item similarly in 1918-19. In addition to the amount of £46,803,000 mentioned above, Indian revenues were charged

with the difference between the normal cost of British troops withdrawn from the Indian establishment at the outbreak of the war and the actual cost of the Territorial Forces which replaced them: this amount does not appear in the accounts separately.

(b) Until the settlement of outstanding financial matters under discussion between His Majesty's Government and India has been effected, it is not possible to say whether any balance remains against India.

(c) and (d). In the circumstances the question of interest has not arisen.

(e) As regards recoverable war expenditure which formed the large bulk of India's claims against His Majesty's Government after 1914, the information is contained in the answer to clause (d) of the Honourable Member's starred question No. 332 asked on 18th February 1924.

As regards the special contribution of £100 millions, the position is that the Government of India took over the liability for that amount of the 5 per cent. British War Loan, 1929-47. This of course involved the payment of interest on outstanding balances of principal. Of the principal, about £77½ millions were extinguished by transfer of the proceeds of the Indian War Loans and a further sum of about £3½ millions was extinguished by Sinking Fund payments up to the 31st March 1924, leaving, on that date, a balance of about £19½ millions. I place on the table a statement showing the principal extinguished and the interest paid in each year.

*Statement showing the amount of the British War Loan, 1929-47, redeemed and the interest paid, on behalf of the Government of India.*

Year.	Amount redeemed.	Interest paid.
	£	£
1917-18 . . . . .	35,941,592	3,343,133
1918-19 . . . . .	33,415,000	2,682,736
1919-20 . . . . .	9,365,395	1,394,582
1920-21 . . . . .	572,656	1,063,901
1921-22 . . . . .	506,000	1,035,268
1922-23 . . . . .	491,400	1,009,967
1923-24 . . . . .	442,050	985,397
Total . . . . .	80,734,102	11,511,934

STERLING BALANCES WITH THE SECRETARY OF STATE FOR INDIA.

1046. \*Mr. Jamnadas M. Mehta: Will Government be pleased to state:

(a) Why they had a sterling balance of £26 millions in October 1923 with the Secretary of State?

(b) How did this balance accumulate?

- (c) What are the methods for deciding sterling balances with the Secretary of State and how far have the forecasts prepared by the Finance Department proved true during the last five years?
- (d) How has the sterling balance with the Secretary of State been invested and what interest has been realised on it for each month from 1919-1920 to 1924-1925?

**The Honourable Sir Basil Blackett:** (a) and (b). The balance of £26 millions at the end of October 1923 was due to the large receipts from the 4½ per cent. Loan of £20 millions raised in May 1923, the last instalment of which was received in October 1923.

(c) In conducting their remittance operations, the Government of India are guided not only by the needs of the Secretary of State but also by the state of the Exchange and money markets. And such forecasts as may be framed are necessarily provisional.

(d) The greater portion of the Secretary of State's balances is invested in Treasury Bills. Of the £26 millions referred to in the question, a little over £25 millions was so invested and the balance was left with the Bank of England.. It is not possible to state what interest was realised for each month but the following statement gives the amount realised in each year:

	£
1919-20 . . . . .	362,558
1920-21 . . . . .	187,858
1921-22 . . . . .	228,341
1922-23 . . . . .	153,152
1923-24 . . . . .	387,885

REPURCHASE OF THE TWO MILLION GOLD SOLD AT A PREMIUM OUT OF THE PAPER CURRENCY RESERVE DURING 1923-24.

1047. **\*Mr. Jamnadas M. Mehta:** Will Government be pleased to state:

- (a) What is the premium on gold to-day?
- (b) Whether they intend to repurchase the two million gold which they had sold at a premium out of the Paper Currency Reserve during 1923-24?
- (c) Why have no steps been taken to repurchase this gold as promised at that time and as indicated in the last currency report?
- (d) Will Government take steps to make the necessary purchase by reducing the sterling securities of like amount from the Paper Currency Reserve?

**The Honourable Sir Basil Blackett:** (a) The premium on the 16th February was 1s. 10½d. per fine oz.

(b) to (d). The Government have come to no decision on this point at present. The transaction undertaken last year could undoubtedly be reversed now at a considerable profit, but it is arguable whether the most profitable moment has yet arrived and in view of the strong metallic position of the reserve there appears to be no immediate reason for incurring the loss of interest involved by holding gold rather than securities.

INDIA'S CONTRIBUTION TO THE BRITISH TREASURY ON ACCOUNT OF THE  
PRIVY COUNCIL.

1048. **\*Mr. Ahmad Ali Khan:** Will Government be pleased to state what contribution, if any, is made to the British Treasury for the services of the Judicial members of the Privy Council for hearing appeals from India?

**The Honourable Sir Alexander Muddiman:** No such contribution is made to the British Treasury.

**Mr. Gaya Prasad Singh:** Is there any proposal that for the strengthening of the Judicial Committee of the Privy Council a part of the cost will fall on India?

**The Honourable Sir Alexander Muddiman:** I should like notice of that.

THE AGRICULTURAL RESEARCH INSTITUTE, PUSA:

1049. **\*Mr. Amar Nath Dutt:** (a) With reference to the Government reply to starred question No. 27 asked in the Legislative Assembly on the 1st February, 1924, will the Government be pleased to state whether the inquiries they promised to make, have been completed?

(b) If so, will the Government please communicate to the House the result of such inquiries?

**\*Mr. J. W. Bhore:** The Honourable Member is under a misapprehension. In replying to Mr. Gaya Prasad Singh's question on the 1st February 1924, Government did not promise to make any inquiries.

LEAVE OF THE SUBORDINATE STAFF AT LALMONIRHAT ON THE EASTERN  
BENGAL RAILWAY.

1050. **\*Mr. Amar Nath Dutt:** (a) Will the Government be pleased to state if it is a fact that the lower subordinates and the staff of the inferior establishment in the Traffic Department at Lalmonirhat, Eastern Bengal Railway are not granted leave for want of relief?

(b) If the answer to (a) be in the affirmative, will the Government please state the reason why a sufficient staff is not posted there?

(c) Will the Government please inquire and inform the House as to how many men are waiting for leave for over three months after their applications for such leave have been registered?

**Mr. G. G. Sim:** (a), (b) and (c). The Honourable Member is referred to the reply given to a somewhat similar question No. 1454 on the 11th June, 1924.

RECRUITMENT OF STAFF OF THE ENGINEERING DEPARTMENT, EASTERN  
BENGAL RAILWAY.

1051. **\*Mr. Amar Nath Dutt:** (a) Will the Government please place a statement before the House showing therein separately how many Bengalis, Punjabis, Anglo-Indians and Europeans have been recruited and posted permanently and temporarily in the upper subordinate and superior establishment of the Engineering Department in the Eastern Bengal Railway in the years 1920, 1921, 1922, 1923 and 1924?

(b) Will the Government please also state whether the Eastern Bengal Railway authorities tried at all to get passed candidates of Calcutta Sibpore Engineering College and other colleges of Bengal before appointing new men to train them in those duties and to post them as Inspectors of Works and so on?

(c) If not, why not?

**Mr. G. G. Sim:** (a) Government have not got the information and do not propose to call for it.

(b) and (c). The matter is one within the competence of the Agent, Eastern Bengal Railway, and, provided there are vacancies and suitable candidates offer, there is little doubt that he will entertain their applications.

#### RECRUITMENT OF ASSISTANT ENGINEERS ON THE EASTERN BENGAL RAILWAY.

1052. **\*Mr. Amar Nath Dutt:** Will the Government be pleased to state if it is a fact that some outsiders have been appointed as Assistant Engineers in the Eastern Bengal Railway in preference to senior Sub-Engineers who are already in the service on that Railway in spite of a Government order to the effect that such Sub-Engineers are to be promoted to the post of Assistant Engineers for the reason that the Overseer course of the Calcutta Engineering College has been done away with?

(a) If so, why?

(b) How many Sub-Engineers are there in the Eastern Bengal Railway?

**Mr. G. G. Sim:** (a) No outsiders have been so appointed. On the contrary 2 Sub-Engineers have been promoted on the Eastern Bengal Railway in the last 3 years. If however, the Honourable Member refers to the appointment of temporary engineers I may say that such appointments are strictly in accordance with the orders approved by the Secretary of State.

(b) The Honourable Member will find particulars in the Classified List, a copy of which is in the Library.

#### RESOLUTION REGARDING THE RELEASE OF POLITICAL PRISONERS.

**Lala Duni Chand:** I have to put the following question of which the Honourable Home Member has accepted private notice:

- (a) Are Government aware that the Resolution regarding the release of political prisoners has been drawn in the ballot three times since the present Assembly came into existence?
- (b) Are Government also aware of the existence of a strong feeling in the House in favour of the said Resolution being taken up as shown by a large number of the Honourable Members of this House having given notice of it several times?
- (c) Are Government aware that on the agenda of 19th February 1925, the said Resolution occupied the second place and would have been certainly taken up but for the fact that the prolonged discussion of the Resolution regarding the establishment of a Military College in India, which was allowed to be merely moved on a previous day, left no time for this Resolution being taken up?



(d) Will the Government, in view of the above facts, be pleased to make arrangements for this Resolution being taken up in this session whether it is drawn in the ballot or not?

**The Honourable Sir Alexander Muddiman:** (a) Yes.

(b) Government have noted that a considerable number of Honourable Members have given notice of the Resolution.

(c) I trust that the Honourable Member is not inviting me to make any imputation of prolixity against any other Honourable Members.

(d) I should have welcomed an opportunity of explaining the views of Government on the Resolution, but I cannot interfere with the operation of the ballot which, as the Honourable Member will recognise, secures to all Honourable Members equality of opportunity in raising questions of public importance for debate. In view of the state of public business and the possible demands on Government time, I am not in a position to give a Government day this session.

**Lala Duni Chand:** Are the Government going to give any day at all for non-official Resolutions in March?

**The Honourable Sir Alexander Muddiman:** I will make an announcement on that point later.

STATEMENT OF THE FINANCE MEMBER REGARDING THE APPOINTMENT OF AN INDIAN ON THE RAILWAY BOARD.

**Sir Campbell Rhodes:** Sir, I wish to ask the Honourable Member a question of which I have given him private notice.

With reference to the statement of the Honourable the Finance Member on the 25th instant to the effect that in making a certain appointment the scales would be definitely weighted in favour of an Indian, are Government aware that such a declaration is calculated to discourage the services and suggests an inference which would be unjust to the distinguished Indian Members and Secretaries of the Government?

**The Honourable Sir Alexander Muddiman:** Sir, I think my Honourable friend, no doubt quite unconsciously, misrepresents the Finance Member, by the omission of the context. What the Honourable the Finance Member said was as follows:

"Whether when the time comes the most suitable candidate will be an Indian or will not be an Indian is a matter on which it is quite impossible to prophesy but I would venture to say this that the scales would be weighted quite definitely in favour of the Indian candidate when the time comes."

It is quite obvious that the Finance Member by that implied *ceteris paribus*—other things being equal. A statement of that kind, so qualified having regard to the present composition and duties of the Board, of which the appointment in question is a part, is not in my opinion calculated either to discourage the services or to suggest inferences.

**Sir Campbell Rhodes:** Sir, I may say that I will heartily welcome the strengthening of the Railway Board by the inclusion of a qualified Indian.

**Mr. K. Ahmed:** That does not arise. (Laughter).

## UNSTARRED QUESTIONS AND ANSWERS.

### FOREST ENGINEERING SERVICE.

145. **Baboo Runglal Jajodia:** Will the Government be pleased to state:

- (a) the steps they have taken to give effect to the recommendations of the Indian Industrial Commission (i) by the creation of an expert service of Forest Engineers, and (ii) by making provision for the training of Forest Engineers in India?
- (b) the results achieved thereby?

**Mr. J. W. Bhore:** (a) (i) The creation, as an experimental measure, of an expert service of Forest Engineers was sanctioned in 1919 and the first batch of recruits arrived in India, after completing their training in America and Canada, towards the end of 1921.

(ii) The service is still in the experimental stage and further recruitment is for the present in abeyance. Unless and until it is decided to resume direct recruitment, the question of training in India cannot be taken up for consideration.

(b) Local Governments under whose direct control the Forest Engineers are employed are generally of opinion that the latter are doing useful work in connection with the exploitation of forests.

### RECOMMENDATIONS OF THE INDUSTRIAL COMMISSION.

146. **Baboo Runglal Jajodia:** Will the Government be pleased to state the steps they have taken to give effect to the recommendations of the Indian Industrial Commission:

- (a) by the creation of an Indian Chemical Service and the recruitment for such services from the Indian Universities and Institutes?
- (b) by the stoppage of research work on Indian problems in overseas countries?
- (c) by encouragement to the foundation of scientific and technical schools and societies in India on the lines of London Institutes?
- (d) by the compilation of a classified statement of stores purchased in India and abroad?
- (e) by the grant of technical assistance to industries of national economic importance?
- (f) by the creation of an Industries Board and arranging for the recruitment of Indian Industrial Service in India?

**The Honourable Sir Bhupendra Nath Mitra:** The Honourable Member is no doubt aware that the Indian Industrial Commission submitted its report before the introduction of the reformed system of Government. If he will refer to the Devolution Rules he will find that most of the recommendations made by the Commission relate to subjects which have been classified as Provincial Reserved or Provincial Transferred. It therefore rests with the Provincial Governments to take whatever action they consider necessary on these recommendations. As regards the particular recommendations which are referred to in the Honourable Member's question the position is as follows:

(a) and (f). The Provincial Governments were all opposed to the creation of an Indian Chemical Service and an Indian Industrial Service and no action has consequently been taken.

(b) Presumably the Honourable Member is referring to the recommendation contained in the last sentence of paragraph 132 of the Commission's report, namely, that there is "no longer any justification for the expenditure of Indian revenues on the Scientific and Technical Departments of the Imperial Institute." The constitution of the Institute has been completely revised by an Act of Parliament since the Commission submitted its report and it has absorbed the Imperial Mineral Resources Bureau. With the approval of the Standing Finance Committee of this House (*vide* Proceedings of the Committee, Volume III, No. 5, page 3) the Government of India have recently agreed to contribute £1,200 a year for 5 years to the Institute.

(c) This is primarily for consideration by the Provincial Governments. I may in this connection mention for the Honourable Member's information that an Institution of Engineers (India) recommended by the Commission has since been established which has its headquarters at Calcutta.

(d) The actual recommendation of the Commission was that the annual report of the Indian Stores Department should include a classified statement of the articles obtained in India and abroad and the prices paid. No statement of the kind is incorporated in the annual administration report of the Indian Stores Department but a statement of contracts placed by that department in this country is published weekly in the Indian Trade Journal. It has also been decided to publish bi-monthly a classified list of stores indented for from the London Stores Department.

(e) This is primarily for consideration by Provincial Governments.

#### GRANT OF SPECIAL RAILWAY RATE CONCESSIONS TO INDIAN INDUSTRIES.

147. **Baboo Runglal Jajodia:** Will the Government be pleased to state what steps have been taken for the grant of special rate concessions to Indian industries as recommended by the Indian Industrial Commission?

**Mr. G. G. Sim:** The Honourable Member is referred to the reply given in this Assembly on 22nd September, 1924 to question No. 447.

#### ESTABLISHMENT OF COMMERCIAL COLLEGES, ETC.

148. **Baboo Runglal Jajodia:** Will the Government be pleased to state what steps have been taken to give effect to the recommendations of the Indian Industrial Commission:

- (a) by the establishment of commercial colleges with the co-operation of commercial men?
- (b) by the establishment of Indian trade agencies outside India?
- (c) by the observance of neutrality in matters of adulteration of raw produce for exports of local manufacture, leaving the question to the trade itself?

**The Honourable Sir Charles Innes:** (a) The recommendation by the Indian Industrial Commission was that the Universities should consider the possibility of developing commercial courses. The establishment of colleges is a provincial transferred subject.

(b) There is an Indian Trade Commissioner in London and after the war an Indian Trade Commissioner was appointed to East Africa. That post was abolished at the recommendation of the Incheape Committee.

(c) If the Honourable Member has any specific complaints he should mention them.

## COLLECTION OF USEFUL OCCUPATIONAL STATISTICS.

149. **Baboo Runglal Jajodia:** Will the Government be pleased to let this House know what steps have been taken for the collection of useful occupational statistics as recommended by the Indian Industrial Commission?

**The Honourable Sir Bhupendra Nath Mitra:** The Honourable Member is referred to the volumes containing the results of the recent census and more particularly to Chapter XII of Part I, Volume I.

## OPIUM CONFERENCE AT GENEVA.

150. **Baboo Runglal Jajodia:** (a) With reference to the reply given in connection with my question No. 612 will Government be pleased to indicate the subsequent development of the opium question in the League Conference?

(b) Will Government be also pleased to give this House an idea as to the line of action they propose to favour and recommend?

**The Honourable Sir Basil Blackett:** The Government have not yet received the official report of the proceedings of the Geneva Conference and they are therefore not in a position to make any statement on the subject at present.

## FOREMEN AND ASSISTANT FOREMEN IN THE EASTERN BENGAL RAILWAY WORKSHOPS.

151. **Baboo Runglal Jajodia:** With reference to answer to my question No. 615 (a) will Government be pleased to state the total number of Indians under training for appointment as Foremen and Assistant Foremen in the Eastern Bengal Railway workshops?

(b) Will Government also state how long the two Indians have been under training and when they are expected to complete their course?

(c) What is the reason for the paucity of apprentices for the class of appointment and do the Government propose any remedy?

**Mr. G. G. Sim:** (a) and (b). The Honourable Member is apparently under some misapprehension in this matter. The posts of Foremen are ordinarily filled by selection of men whose practical experience, technical knowledge and ability to handle labour fit them for the position. In order to train promising apprentices for this purpose a technical school has been established at Kanchrapara to give them a better technical training so that they will after obtaining further practical experience on completion of their apprenticeship become likely Foremen or Assistant Foremen.

(c) Government have no information but the whole question of facilities for training railway staff is at present under consideration.

## DEPOT STOREKEEPERS AND SUB-STOREKEEPERS ON THE EASTERN BENGAL RAILWAY.

152. **Baboo Runglal Jajodia:** With reference to answers to my questions Nos. 619, 620 and 622 will Government be pleased to state:

(a) Whether it is a fact that experienced Indian subordinates promoted to the rank of Depot Storekeepers and Sub-Storekeepers of the Eastern Bengal Railway Stores Establishment are placed on a lower scale of pay than the young Anglo-Indians and Europeans newly recruited to the posts referred to?

- (b) Is it also a fact that the Indians thus promoted are at a disadvantage as regards leave rules, use of free passes and other like privileges as well?
- (c) When were the four Indian Assistant Controllers of Stores appointed and were they recruited from outside?
- (d) What is the total strength of Depôt and Sub-Storekeepers and what is the percentage of Indians in the respective ranks?
- (e) What are the qualifications required of probationers admitted for the posts referred to in (d) and what arrangements are maintained for the training of Indians for appointment (other than by promotions of the staff)?

**Mr. G. G. Sim:** The Government have no information.

#### REDUCTIONS IN ESTABLISHMENT IN CONNECTION WITH THE REORGANISATION SCHEME ON THE EASTERN BENGAL RAILWAY.

153. **Baboo Runglal Jajodia:** (a) Will Government be pleased to state whether any reductions in establishment in connection with the reorganisation scheme has been effected in the Eastern Bengal Railway? If so the percentage of reductions of total strength and of Indians and Anglo-Indians may kindly be indicated.

(b) Will Government please state if officers, both superior and subordinate, were also reduced? If so to what extent?

**Mr. G. G. Sim:** (a) and (b). If the Honourable Member refers to the inauguration of the "Divisional System of Working", the scheme so far as the Eastern Bengal State Railway is concerned is still under consideration and no details can be given.

#### ADDITIONS TO THE ESTABLISHMENT OF THE EASTERN BENGAL RAILWAY DURING THE LAST THREE YEARS.

154. **Baboo Runglal Jajodia:** Will Government be pleased to state the additions effected in the Eastern Bengal Railway establishment during the last 3 years in officers' and clerical grades of services and the number of Indians, Anglo-Indians and Europeans appointed?

**Mr. G. G. Sim:** All available information will be found in Chapter V of the Report by the Railway Board on Indian Railways for 1923-24. The Government have no information in greater detail.

#### EQUIPMENT OF AN INSTITUTION IN DEHRA DUN FOR COMPLETE TRAINING IN FORESTRY.

155. **Baboo Runglal Jajodia:** (a) Will the Government be pleased to inform this House what further action has been taken for the equipment in Dehra Dun of an institution for complete training in Forestry, the proposals for which the Government promised would be sent to the Secretary of State while opposing the motion for reduction in the Forest grants in the last budget session?

(b) Will they lay on the table a full summary of the correspondence, if any, in the matter?

**Mr. J. W. Bhore:** (a) Proposals of the Government of India on the subject were submitted for sanction in February 1924, to the Secretary of State for India who has asked for information which the Government of India will not be in a position to furnish until certain outstanding questions, some of which have arisen from the recommendations of the Lee Commission, have been settled.

(b) I am not prepared to lay on the table the information asked for at this stage.

COMMITTEES APPOINTED SINCE 1921 AND EXPENDITURE ON THE SAME.

156. **Baboo Runglal Jajodia:** Will Government be pleased to state before this House:

- (a) the total number of non-official Committees appointed at the instance of the Central Legislature or the Secretary of State since the inauguration of the Reforms;
- (b) the cost involved in connection with the said Committees;
- (c) the extra expenditure incurred or savings effected in giving effect to the recommendations of those Committees;
- (d) what is the amount of extra expenditure or additional savings that can be effected in giving full effect to the recommendations referred to above?

**The Honourable Sir Alexander Muddiman:** (a) and (b). For the period up to the 1st March 1924, the information desired by the Honourable Member will be found in the statement laid on the table by my predecessor on the 24th March 1924. I am obtaining similar information for the period from the 1st March 1924, and will lay it on the table when complete.

(c) and (d). The information is not available and Government do not consider that a sufficiently useful purpose would be served to compensate for the labour of collecting it.

SHOOTING OF A VILLAGER OF LOHAGAON BY A BRITISH SOLDIER.

157. **Baboo Runglal Jajodia:** (a) Has the attention of the Government been drawn to a statement which appeared in the *Basumati*, a vernacular daily, in its issue of the 18th December referring to the brutal outrage on a villager by a band of soldiers on the 29th November last in Lohagaon, a village in the Poona District, resulting in the sad death of one Lakshman?

- (b) Will Government be pleased to relate the full facts of the case?
- (c) What exemplary punishment, if any, has been given to the culprits?
- (d) What compensation, if any, has been given to the wife of the said deceased? From what source has the amount been paid?
- (e) If the amount referred to above has been met from Government funds, will Government please state the reasons for the same?

(f) Are the Government prepared to consider the desirability of issuing special orders to all responsible officers recommending prompt and serious steps to prevent the recurrence of such outrages in the future?

**Mr. E. Burdon** (a) and (b). I have not been able to obtain a copy of the article referred to by the Honourable Member but I assume that the incident is the same as that which formed the subject of Mr. N. C. Kelkar's question No. 378, answered on the 17th September 1924. If this assumption is correct, the following are the facts of the case as recorded in the judgment delivered by the High Court in Bombay on the 30th April 1924:

"On the 29th November 1923, a party of 4 British soldiers left Poona on a shooting expedition. At the village of Lohagaon, there was a dispute over a certain bird which had been shot by one of the soldiers

and which had fallen into a tank. A villager was asked to bring out the bird but he had refused in consequence of which one of the soldiers got annoyed and struck the villager. The other villagers who had collected in the meantime then became threatening and the other three soldiers advised their companion to run away. This he did while the others remained behind to give the villagers their names and addresses. As no one, however, could produce any writing materials, this could not be done and the three remaining soldiers proceeded on their way to Poona. In the meantime, their companion, who had run away, had been caught and hearing of this, the three soldiers made attempts to find out where he was. Apparently the information given them with regard to the whereabouts of their companion was wrong, for after a while they determined to go back to Poona. They were followed by the villagers, and one of the soldiers, who were all rather alarmed at the attitude taken by the villagers, turned round and fired his rifle from the hip. The shot unfortunately struck one of the men who was about 80 feet away and killed him.

(c) The soldier who had fired the shot was charged before a jury with culpable homicide and was acquitted by the unanimous verdict of the jury. The Court, however, disagreeing with the jury, submitted the case to the High Court who, after taking into consideration all the facts of the case, held that the death was due to an accident and accordingly agreed with the verdict of "Not Guilty" of the jury. The accused was therefore acquitted.

(d) and (e). A sum of Rs. 1,500 was sanctioned by the Government of India as an act of grace and by way of compensation from the amount provided in the Army Estimates of 1924-25 under Head III-A (i)—(13).

(f) The Honourable Member is referred to the reply given to part (d) of Mr. N. C. Kelkar's question No. 378 answered on 17th September 1924.

#### DIFFERENTIAL TREATMENT OF EUROPEAN AND ANGLO-INDIAN, AND INDIAN, APPRENTICES ON THE EASTERN BENGAL RAILWAY.

158. **Baboo Runglal Jajodia:** (a) Will Government please state the number of Indian apprentices taken in for training during the last 3 years in the Loco, Carriage and Electrical departments of the Eastern Bengal Railway and the number of Anglo-Indians and Europeans with their rates of pay?

(b) Will Government explain why any differentiation in matters of pay and railway privileges are observed?

(c) Will Government be pleased to inform this House whether any scheme for wiping out this differentiation is being considered?

**Mr. G. G. Sim:** (a) A statement showing the number of Indian, Anglo-Indian and European apprentices during 1923 and 1924 in the Loco, Carriage and Wagon and Electrical Departments of the Eastern Bengal Railway with their rates of pay, is laid on the table. The figures for the previous one year are not available.

(b) and (c). The arrangements at this school are that apprentices whether Indian, Anglo-Indian or European, receive free lodging, free tuition and free practical training with wages sufficient to enable them to pay for their living. The differences in the payments are represented by the difference in the cost of subsistence.

Statement showing number of Indian, Anglo-Indian and European apprentices during 1923 and 1924 in the Locomotives, Carriage and Electrical Departments of the Eastern Bengal Railway with their rates of pay.

LOCOMOTIVE DEPARTMENT.			CARRIAGE AND WAGON DEPARTMENT.			ELECTRICAL DEPARTMENT.			RATES OF PAY.											
1923.		1924.	1923.		1924.	1923.		1924.	Europeans and Anglo-Indians.	Indian.										
Indians.	26	14	8	24	18	6	29	1	19	...	10	6	...	8	4	2	Rs. A. P.	40	2	0
Anglo-Indians.	14	18	1	29	1	6	1	1	19	...	10	6	...	8	4	2	Rs. A. P.	45	2	0
Europeans.	8	24	...	19	...	6	...	...	19	...	10	6	...	8	4	2	Rs. A. P.	50	2	0
Indians.	24	18	...	19	...	6	...	...	19	...	10	6	...	8	4	2	Rs. A. P.	58	2	0
Anglo-Indians.	18	18	...	19	...	6	...	...	19	...	10	6	...	8	4	2	Rs. A. P.	63	2	0
Europeans.	6	6	...	19	...	6	...	...	19	...	10	6	...	8	4	2	Rs. A. P.	71	2	0
Indians.	24	18	...	19	...	6	...	...	19	...	10	6	...	8	4	2	Rs. A. P.	101	0	0
Anglo-Indians.	18	18	...	19	...	6	...	...	19	...	10	6	...	8	4	2	Rs. A. P.	101	0	0
Europeans.	6	6	...	19	...	6	...	...	19	...	10	6	...	8	4	2	Rs. A. P.	101	0	0



## NATAL BOROUGHS ORDINANCE.

159. **Seth Govind Das:** Will the Government be pleased to state what action if any they have taken or propose to take with reference to the Natal Boroughs Ordinance of 1924?

**Mr. J. W. Bhore:** The Honourable Member's attention is invited to the address delivered by His Excellency the Viceroy in opening the present session of the Legislature.

## BRITISH INDIANS DOMICILED IN BRITISH GUIANA, TRINIDAD, JAMAICA, MAURITIUS, FIJI AND KENYA.

160. **Seth Govind Das:** (a) Will the Government be pleased to state the numbers of British Indians domiciled in the following Colonies:

- (1) British Guiana, (2) Trinidad, (3) Jamaica, (4) Mauritius, (5) Fiji and (6) Kenya?

(b) Will the Government be pleased to state the relative number of Indian males and females in the Colonies referred to in part (a), and the disabilities if any imposed upon Indian marriages?

**Mr. J. W. Bhore:** (a) and first part of (b). The following table gives the Indian population in the Colonies referred to, at the last census:

	Males.	males.	TOTAL.
Mauritius . . . . .	159,812	127,548	287,360
Trinidad . . . . .	67,077	54,343	121,420
Jamaica . . . . .	10,203	8,407	18,610
British Guiana . . . . .	68,937	55,963	124,900
Fiji . . . . .	37,015	23,619	60,634
Kenya . . . . .	Not available	Not available	22,822

Second part of (b). The Government of India are not aware that there are any disabilities imposed upon Indians as regards marriage. In British Guiana, Jamaica, Mauritius and Fiji Indians are required to register their marriages in order to establish the validity of such marriages for legal purposes. As regards Trinidad, the Honourable Member's attention is invited to the reply given by me on the 2nd February 1925 to Mr. Gaya Prasad Singh's question No. 569.

## RESERVATION OF THE LOWLANDS OF KENYA FOR INDIANS.

\*161. **Seth Govind Das:** Will the Government be pleased to state whether an official Indian or a non-official Indian will be deputed to Kenya to study the question of the reservation of the lowlands for Indians?

## COLONISATION SCHEME IN BRITISH GUIANA.

162. **Seth Govind Das:** Will the Government be pleased to state what action if any, they have taken or propose to take with reference to the colonisation scheme in British Guiana?

**Mr. J. W. Bhore:** The matter is still under consideration.

\*For answer to this question see below question No. 162.

## ABOLITION OF THE POLL-TAX IN FIJI.

168. **Seth Govind Das:** Will the Government be pleased to state what steps they have taken or propose to take to get the poll-tax abolished in Fiji and in other Colonies where the tax exists on Indians?

**Mr. J. W. Bhore:** So far as the poll-tax in Fiji is concerned, the attention of the Honourable Member is invited to my reply to Mr. Kamini Kumar Chanda's question No. 178 answered on the 23rd January 1925. As regards the poll-tax in Kenya I would refer the Honourable Member to the reply given to question No. 1229, on the 4th June 1924. They are not aware that any poll-tax is levied on Indians in any other Colony.

## REMOVAL OF DISABILITIES OF INDIANS DOMICILED IN BRITISH COLUMBIA.

164. **Seth Govind Das:** Will the Government be pleased to state what action the Government of Canada has taken to remove the disabilities of Indians domiciled in British Columbia?

**Mr. J. W. Bhore:** The Honourable Member's attention is invited to the statement made by the Prime Minister of Canada at the Imperial Conference held in October 1923. The Government of India will make further representations on the subject when a suitable opportunity offers itself.

## RESTRICTIONS ON INDIANS WITH REFERENCE TO TRADE LICENCES IN THE UNION OF SOUTH AFRICA.

165. **Seth Govind Das:** Will the Government be pleased to state what are the restrictions imposed on Indians with reference to trade licences in the Union of South Africa?

**Mr. J. W. Bhore:** The Honourable Member is referred to paragraphs 132-141 of the Report of the Asiatic Inquiry Commission of the Union of South Africa, 1921. The position has not changed so far as the Provinces of Transvaal, Cape of Good Hope, and Orange Free State are concerned. In Natal, however, an Ordinance was passed in 1923 amending the laws relating to the grant of licenses to wholesale and retail dealers in rural districts. A copy of this Ordinance is attached for the information of the Honourable Member.

[Assented to by the Governor-General-in-Council, on the 30th May, 1923.]

[Promulgated 14th June, 1923.]

[No. 4, 1923.]

## ORDINANCE.

"To amend the Laws relating to the grant of Licences to Wholesale and Retail Dealers in Rural Districts."

BE IT ENACTED by the Provincial Council of the Province of Natal, as follows:—

1. *Short Title and Commencement.*—This Ordinance may be cited as "The Rural Dealers' Licensing Law Amendment Ordinance, 1923," and shall come into force on the 1st day of November, 1923.

2. *Scope of the Ordinance.*—This Ordinance shall extend to so much of the Province as lies outside the boundaries of Boroughs and Local Townships, and none of its provisions, and no repeal or amendment of any existing law herein contained, shall apply to or affect Boroughs or Local Townships.

3. *Short terms used.*—The expression "The Administrator" as used in this Ordinance means, except where otherwise stated, the Administrator acting under the authority of the Executive Committee. "Licence" means any licence to which Act No. 18, 1897 applies, and includes the transfer or renewal of a licence.

4. *Licensing Boards.*—Rural Licensing Boards for hearing and determining applications for licences shall be constituted in each county throughout the Province, save as is provided in regard to the territory of Zululand and in regard to the combination of counties or the creation of areas. The Northern Districts as defined in Natal Act No. 1 of 1903 shall for the purposes of this Ordinance be constituted as one county.

One such Board may be constituted for a county or combined counties, or Boards may be appointed for different parts of a county.

5. *Re-arrangement of areas.*—(1) The Administrator may divide any county or any other area previously served by one Licensing Board into two or more areas, or combine two or more such areas contained in one county, and may appoint fresh Boards for the newly-defined areas. In either case the existing Boards shall be dissolved as from the date fixed for the establishment of the new areas.

(2) The Administrator may also alter the boundaries of any existing areas, and it shall be in his discretion according to the circumstances to dissolve the existing Boards and appoint new ones or to allocate the existing Boards to the altered areas.

6. *Constitution of Boards.*—(1) Each Licensing Board shall consist of a Chairman and four other members appointed by the Administrator.

(2) No person shall be qualified for appointment as a member of a Licensing Board unless he is a resident owner or renter of a house or land in the county or area and is enrolled as a voter for Parliament.

7. *Duration of Boards: Vacancies and absence from meetings.*—(1) Licensing Boards shall be appointed for successive terms of three years.

(2) When a vacancy occurs through the resignation of a member or otherwise, the Administrator shall appoint a qualified person to fill the vacancy till the end of the current term.

(3) Should a member be unable to attend a meeting or be recused or otherwise disqualified from sitting upon any application, the Administrator may, without obtaining the authority of the Executive Committee, appoint any person to act in his place.

8. *Gazetting appointments and areas.*—All appointments of Rural Licensing Boards, with the names of the Chairman and their members; all appointments made to fill vacancies; the creation of all areas, and a description of the boundaries of all new or altered areas (unless such an area includes an entire county) shall be published in the *Provincial Gazette*, with a notification of the date on which anything so done is to take effect, and such publication shall for all purposes be sufficient proof of the matters notified.

9. *Meetings.*—(1) The Boards shall meet as often as may be required for the despatch of business.

(2) A meeting shall be duly constituted by a quorum of four members, notwithstanding that owing to a vacancy the Board may not at the time be fully constituted.

(3) In the absence of the Chairman a member may be chosen by those present to act as Chairman.

(4) No member shall sit upon any case in which he is directly or indirectly interested, or if an applicant or objector is his tenant or employee or that of his firm or partner, or if the premises in question are upon or within five miles from any premises licensed under Act No. 18, 1897, owned or occupied by him or his firm or partner.

(5) The decision of the majority of the members present shall be the decision of the Board, but in the event of an equal division the decision of the Chairman shall be that of the Board.

10. Sections 4, 5 and 6 of Act No. 18, 1897; Section 2 of Act No. 22, 1909; and Sections 6 and 7 of Ordinance No. 6 of 1916, in so far as they relate to any area or any case to which this Ordinance applies, shall cease to have effect, save so far as may be required for the proper construction of Section 20 of this Ordinance.

11. *Licensing Board's discretion.*—(1) Every Rural Licensing Board shall, within the area for which it is appointed, have a discretion to refuse a wholesale or retail licence.

(2) A Rural Licensing Board hearing any application for the grant, transfer or renewal of a licence shall record any evidence given for or against the application, and, where the application is refused, the reasons for the refusal.

(3) Subject to the provisions of Section 12 of this Ordinance, the decision of a Rural Licensing Board, or of the majority of its members, on any application made to it for a new licence or for the transfer of a licence shall be final and shall not be liable to review, reversal or alteration by any Court of law.

12. *Rural Licensing Board of Appeal.*—(1) Any person whose application for a licence (including a transfer) has been refused by a Rural Licensing Board on the ground that the applicant is not a fit and proper person to hold the licence applied for or to carry on the proposed business, and any person whose application for the renewal of a licence has for any reason been refused by a Rural Licensing Board, or any person who has duly lodged an objection to such renewal, shall have a right of appeal from the decision to a Board of Appeal, to be known as the Rural Licensing Board of Appeal, which shall be appointed by the Administrator for the whole Province or for any specific part of the Province.

(2) A Rural Licensing Board of Appeal shall consist of three persons, one of whom shall be designated by the Administrator as Chairman. One member shall be a person who has held office as a judge or magistrate, or who is an advocate of the Supreme Court. The tenure of office by members of the Board, their remuneration, the method of filling vacancies, and the procedure of the Board shall be fixed by rules prescribed by the Administrator.

(3) The Board of Appeal shall have power to order that the licence the subject of appeal be granted, with or without any such suspension as is authorised by Section 17, or that it be not granted; or the Board may remit the application for rehearing or reconsideration. The decision of a majority of the members shall be the decision of the Board, and such decision shall, save as is provided in sub-section (4), be final and shall not be liable to review, reversal or alteration by any Court of Law.

(4) *Appeal to Court of Law against refusal to renew licence.*—It shall be competent for the applicant for the renewal of a licence, or for a person who has duly lodged an objection to such renewal, to appeal to the Provincial Division of the Supreme Court or a local division thereof against any decision of the Licensing Board of Appeal, and the Court may order that the renewal applied for be granted, with or without any such suspension as is authorised by Section 17, or that it be not granted, or may in any case remit the matter to the Rural Licensing Board or to the Rural Licensing Board of Appeal for re-hearing or re-consideration.

13. *References to Licensing Officers and Board.*—The references in Section 7 of Act No. 18, 1897, and in any other law to Licensing Officers and Licensing Boards shall, for the purposes of licences to which this Ordinance applies, be construed as references to the Licensing Boards constituted under this Ordinance.

14. *Costs.*—The proviso of Section 5 (1) of Ordinance No. 6, 1916, is hereby repealed.

15. *Application for Licences.*—All applications for licences shall be addressed to the officer appointed for that purpose by the Administrator.

16. *Objections.*—Any person resident within the area of the Board or within five miles from the premises sought to be licensed, or owning or occupying similarly licensed premises within the same distance, or any officer or member of a Police Force, may lodge objections and oppose any licence, on compliance with the rules in that behalf.

17. *Suspended Licences.*—The Board may in authorising a licence direct it to be suspended for the erection or completion of buildings according to approved plans, with any modifications that may be authorised, or pending the execution of repairs or of any necessary alterations in the existing premises.

18. *Restriction upon renewed applications.*—If an application has been refused by a Rural Licensing Board no further application for a licence for the same premises may be brought till after the expiration of twelve months from the date of the application which has been refused.

19. *Issue of Licences.*—(1) No licence shall be issued unless and until its grant has been authorised by the Board.

(2) Licences shall be signed and issued by the Receivers of Revenue upon a certificate from the proper officer that the licence has been approved.

A suspended licence shall not be issued until the Chairman of the Board, or in his absence, another member on his behalf certifies that the required conditions have been complied with, nor, in the case of an appeal, till the appeal has been determined.

20. *Application by objectors for re-hearing.*—The following words shall be added to Section 2 of Act No. 22, 1909 :—

Any person alleging that sufficient notice of the application has not been given in terms of the rules, shall also, if he would have been entitled to lodge objections, be entitled to apply to the Board for the application to be re-heard on proper notice. The Board may thereupon direct that its previous decision be suspended, and may upon the re-hearing decide upon the application *de novo*.

21. *Subpœnas.*—Subpœnas under Section 4 of Ordinance No. 6, 1916, may be signed by any member of a Licensing Board.

22. *Amended reference to Insolvency Act.*—The reference in Section 7 of Act No. 18, 1897, to the Insolvency Law shall, in its application to areas under the operation of this Ordinance, be altered to Section 139 of the Insolvency Act No. 32, 1916, or any amendment thereof, as regards the keeping of proper books or records in the English or Dutch language.

23. *Taxation of Costs.*—The taxation of costs in terms of Section 5 (3) of Ordinance No. 6, 1916, shall be by such officer as the rules may direct.

24. *Rules.*—The rules under Act No. 18, 1897, may provide for matters of every kind incidental to the administration of this Ordinance.

Such rules may require the deposit of the licence money at the time of application, and its return if the licence is refused.

25. *Special provision in regard to Zululand.*—The territory known as the Province of Zululand shall be excluded from the operation of this Ordinance in so far as it relates to Licensing Boards, references to which in other parts of this Ordinance shall accordingly be construed in relation to the existing Licensing authorities.

The Administrator may, however, by proclamation bring any part of Zululand not included in the Native Reserves under the operation of the clauses of the Ordinance relating to Licensing Boards, and upon the taking effect of such proclamation Licensing Boards shall be substituted for the pre-existing licensing authorities in the district so proclaimed, Sections 4 and 6 of Act No. 31, 1905, being to that extent superseded for the purposes of licences coming under Act No. 18, 1897.

#### REPATRIATION ON INDIANS FROM BRITISH GUIANA, FIJI, MAURITIUS AND SOUTH AFRICA.

166. **Seth Govind Das:** Will the Government be pleased to state the number of Indians repatriated to India during the last five years from each of the following colonies :

I. British Guiana, II. Fiji, III. Mauritius and IV. South Africa?

**Mr. J. W. Bhore:** A statement is attached.

*Statement showing the number of returned emigrants from certain Colonies during the years 1920—24.*

Name of Colonies.	1920.	1921.	1922.	1923.	1924.
British Guiana . . . . .	1,820	1,070	...	211	417
Fiji . . . . .	2,512	4,859	967	1,970	...
Mauritius . . . . .	...	336	...	...	...
South Africa . . . . .	1,073	2,505	2,375	2,030	1,173

## APPOINTMENT OF EMIGRATION COMMISSIONERS IN BRITISH GUIANA, FIJI, ETC.

167. **Seth Govind Das:** Will the Government be pleased to state whether they have appointed Commissioners for Indian emigrants in British Guiana, Fiji, Mauritius, Kenya, etc., in the same manner as in Ceylon and the Federated Malay State?

**Mr. J. W. Bhore:** The reply is in the negative.

## NUMBER OF CADETS AT THE ROYAL INDIAN MILITARY COLLEGE, DEHRA DUN.

168. **Seth Govind Das:** Will the Government be pleased to state the number of students from each Province in the Dehra Dun Military School and how many graduates of the school have been sent up to Sandhurst for military training?

**Mr. E. Burdon:** There are altogether 70 cadets at the Prince of Wales Royal Indian Military College who come from the following Provinces:

Madras, 1;  
Bombay, 1;  
Bengal, 1;  
Punjab, 36;  
United Provinces, 9;  
Central Provinces, 2;  
North-West Frontier Province, 5;  
Baluchistan, 2;  
Burma, 1;  
Indian States, 12.

So far, 9 cadets have been sent up to the Royal Military College, Sandhurst. One other cadet was chosen to proceed to Sandhurst but did not elect to do so.

## RECOMMENDATIONS OF THE RETRENCHMENT COMMITTEE REGARDING THE MILITARY SERVICES AND THE FOREIGN AND POLITICAL DEPARTMENT.

169. **Seth Govind Das:** Will the Government be pleased to state to what extent the recommendations of the Inchcape Committee have not been followed in (a) the Military Department, (b) the Foreign and Political Department?

**The Honourable Sir Basil Blackett:** (a) I lay on the table a statement which explains the action taken on the various recommendations of the Indian Retrenchment Committee in regard to the Military Services. The statement also indicates to what extent the specific recommendations of the Committee have been carried out in modified form in exercise by His Excellency the Commander-in-Chief of the discretion which the Committee agreed that he should exercise.

(b) I would refer the Honourable Member to the pamphlet "Statement showing the recommendations of the Indian Retrenchment Committee which have not been accepted or are still under consideration" which was circulated to Honourable Members last year. The present position, so far as the Foreign and Political Department are concerned, is that the recommendations of the Committee have not been followed in respect of serial Nos. 12, 14 and 20 appearing in Part I and serial Nos. 36, 47, 48 and 49 appearing in Part II of the statement referred to. The recommendations have been partially followed in respect of serial Nos. 40 and 58 appearing in Part II of the statement while serial Nos. 37, 38, 39, 41, 50, 59, 86 and 87 appearing in the same part are still under consideration.

Report showing what progress has been made up to 1st October 1924, on the recommendations of the Indian Retrenchment Committee, 1922-23, Military Services.

Serial No.	Recommendation.	Reference paragraph of Report.	Financial effect per annum.	Action taken to 15th July 1924.	Branch responsible for taking the orders of Government.	REMARKS.	
<i>Fighting Services.</i>							
1	Reduction of peace establishment of British Infantry battalions to 884 British other ranks.	4	Saving of Rs. 164 lakhs.	In their Finance Department telegram No. 161-F., dated 31st January and 2nd February 1923, the Government of India recommended to the Secretary of State that the peace establishment of British battalions in India should be reduced to 882 British other ranks. Sanction of the Secretary of State to this proposal has been received and the reductions were effected during the troopng season 1923-24.	Adjutant General.	Closed.	
2	Reduction of peace establishment of active Indian Infantry Battalions (other than Gurkha units) to 786 Indian ranks.	5	Saving of Rs. (48 less 25 or) 17 lakhs.	An alternative scheme which involves a reduction of 5,632 Indian soldier, was submitted to the Secretary of State, vide Army Department despatch No. 31, dated the 26th April 1923. Sanction of the Secretary of State to this proposal has been received and revised peace establishments were issued with A. I. (I.) 655 of 1923.	..	Closed.	
3	Reduction of peace establishment of training battalions by 60 Indian ranks.	5			..	Closed.	
4	Reduction of peace establishment of active Pioneer battalions to 722 Indian ranks.	5			The annual saving will amount to Rs. 2½ lakhs.	..	Closed.
4-A	Increase in reservists	5			..	..	Closed.
5	Alteration of terms of service of Indian soldiers so as to include colour and reserve service.	5	..	This question was taken up with a view to the introduction of new conditions of service for Indian soldiers of Indian Infantry and Pioneer battalions (excluding Gurkhas and 1-4th Hazar Pioneers). Secretary of State's sanction has been received and orders promulgating the new terms of service have been issued.	..	Closed.	

Report showing what progress has been made up to 1st October 1924, on the recommendations of the Indian Retrenchment Committee, 1922-23, Military Services—contd.

Serial No.	Recommendation.	Reference paragraph of Report.	Financial effect per annum.	Action taken to 15th July 1924.	Branch responsible for taking the orders of Government.	Remarks.
<i>Fighting Services—contd.</i>						
6	Reduction of 3 British cavalry regiments.	6	Saving of Rs. 74 lakhs.	Sanction of the Secretary of State has been received for the withdrawal of 2 regiments, the annual saving in expenditure being about Rs. 50 lakhs. In regard to the third regiment, an arrangement has been arrived at under which His Majesty's Government has agreed to contribute a sum of Rs. 75,000 per annum for the two years 1923-24 and 1924-25. The question of financial arrangements for the future is under consideration, and the Secretary of State is being addressed with a view to the withdrawal of the regiment, or to obtain a contribution of the whole cost. A full troop of Sappers and Miners has also been reduced.	Adjutant General.	
7	Reduction of 10 per cent. in artillery.	7	Saving of Rs. 43 lakhs.	Proposals involving a reduction of 23 British officers, 993 British other ranks, 835 Indian other ranks, 555 followers and 1,579 horses in Royal Horse and Field Artillery units were made to the Secretary of State in Army Department Telegram No. 245, dated 17th March 1923. Sanction of the Secretary of State to these proposals has been received and orders giving effect to the reductions were issued A. 19691-1 in A. G.'s letter No. A. 19691-2 (A. G.-4), dated 21st July 1923. The annual saving in expenditure will amount to about Rs. 43 lakhs.	"	Closed.
<i>Army Headquarters, Staffs of Commands, etc.</i>						
8	Reduction of officers employed at Army Headquarters to full extent recommended by Innes Committee, Rs. 4 lakhs being suggested in 1923-24.	13	Saving of Rs. 4 lakhs.	His Excellency the Commander-in-Chief decided to take these two recommendations together. Reductions of officers and clerical establishment, giving a saving of Rs. 6 lakhs a year, have been made, and necessary orders of Govt. have been issued. With reference to the recommendations of the Innes Committee, the Government of India have also decided that 4 additional appointments at Army Headquarters should be reduced in 1924-25 and 5 others in 1925-26.	General Staff.	Closed.
9	Reduction of clerical establishment of Army Headquarters by Rs. 3 lakhs.	12	Saving of Rs. 2 lakhs.			
10	The necessity for retention of 4 Commands to be again reviewed after 12 months (i.e., February 1924), and in meantime no expenditure to be incurred on new offices for the Commands.	13	Nil.	The matter has been reviewed and it has been decided to retain 4 Commands.	"	Closed.



Report showing what progress has been made up to 1st October 1924, on the recommendations of the Indian Retrenchment Committee, 1922-23, Military Services—contd.

Serial No.	Recommendation.	Reference paragraph of Report.	Financial effect per annum.	Action taken to 18th July 1924.	Branch responsible for taking the orders of Government.	REMARKS.
	<i>Army Headquarters, Staffs of Commands, etc.—contd.</i>					
11	The provision for Command, District and Brigade Staffs to be reduced by Rs. 4 lakhs for 1923-24 in addition to savings under transport and forage charges.	16	Saving of Rs. 4 lakhs.	His Excellency the Commander-in-Chief decided to deal with these two items together.  (a) Reductions have been made under Command, District and Brigade Staffs which will give an annual saving of . . . 3'05 lakhs.  (b) The provision for Embarkation and Railway Transport establishment in the Budget for 1923-24 was fixed at Rs. 2'21 lakhs which was less than the Budget provision for 1922-23 by . . . 4'21 lakhs.  (c) Further reduction has been made of one-third-grade staff officer in the Embarkation establishment at Bombay . . . 0'12 lakhs.  Total . . . 7'38 lakhs.	"	Closed.
12	All work in connection with movement of troops to be decentralised to Commands and Districts and total provision for embarkation and railway transport staff be limited to Rs. 3,00,000.	17	Saving of Rs. 3'448 lakhs.	It has been decided that decentralisation to the extent proposed by the Inchoape Committee is not feasible, but the question of the extent to which decentralisation is practicable and desirable is being taken up as an independent measure by the Army Department. (G. S. Case No. 14524.) [Q. M. G.'s Case No. 37765 (Q-2-B).]	Quarter-master General in collaboration with General Staff.	Closed.
	<i>Transport Charges.</i>					
18	Tenders should be obtained for the construction of the Hindu Nagar Fort Sandeman Railway, and if the cost approximate to Rs. 35 lakhs, work should be put in hand forthwith.	19	Nil.	It has been decided that a survey should be made by the Railway Department.	Quarter-master General.	
14	All the 1,792 obsolete M. T. vehicles should be sold or scrapped forthwith except vehicles of standard types which should be dismantled and their parts placed in stock as spares.	20	Nil.	1,057 vehicles have been sold. Arrangements have been made for the sale of the remainder.	Quarter-master General in collaboration with General Staff where fighting units are concerned.	Closed.

Report showing what progress has been made up to 1st October 1924, on the recommendations of the Indian Retrenchment Committee, 1922-23, Military Services—contd.

Serial No.	Recommendation.	Reference paragraph of report.	Financial effect per annum.	Action taken to 15th July 1924.	Branch responsible for taking the orders of Government.	REMARKS.
	<i>Transport Charges—contd.</i>					
15	While present financial conditions obtain, the authorised establishment of motor vehicles including reserves should not exceed 1,600 vehicles exclusive of motor cycles	20	Nil.	The matter has been examined carefully, and it has been decided by Government to maintain in peace an authorised establishment of about 1,900 motor vehicles including reserves but exclusive of motor cycles. The increase over the Inchcape Committee's figure is due mostly to two measures which will tend to reduce recurring expenditure, viz., (1) the adoption to a larger extent of the light (1½ ton) lorry in place of the heavy (2½ ton) lorry, an arrangement which will result not only in a saving in maintenance charges of the vehicles, but also in the cost of maintenance of the roads used by them, and (2) the adoption of the system of separate ambulances for peace hospitals recommended by the Braithwaite Committee.	Quartermaster General.	Closed.
16	Establishment of motor car- in use to be limited to 180 and their mileage to be restricted to 9,000 miles per annum.	21	Saving of 1 Re. lakh.	The reduction in the establishment of motor cars in use has been made.  Government orders regarding the restriction of mileage of motor cars have issued, vide Army Instruction (India) No. 341 of 1923. The budget provision for 1923-24 was in accordance with the recommendation.  [Q. M. G.'s Case No. 50161 (Q. M. G.-6).]	"	Closed.
17	The possibility of increasing the mileage of Ford cars per gallon of petrol to be explored (present mileage being 14 miles per gallon).	22		Necessary action has been taken.	"	Closed.
18	All lorries and miscellaneous vehicles to be limited to 1,000 miles running per annum, petrol and other supplies being rationed to ensure the mileage limitation being enforced.	23	Saving of 48 Rs. lakhs.	Government orders regarding the limitation of mileage and rationing of petrol and lubricants have been issued, vide Army Instruction (India) No. 341 of 1923. Government orders regarding the maintenance of running accounts of petrol and lubricants have been issued, vide Army Instruction (India) No. 408 of 1923.  The annual saving in expenditure will amount to Rs. 48 lakhs.  No further action is necessary.	"	Closed.

Report showing what progress has been made up to 1st October 1924, on the recommendations of the Indian Retrenchment Committee, 1922-23, Military Services—contd.

Serial No.	Recommendation.	Reference paragraph of Report.	Financial effect per annum.	Action taken to 15th July 1924.	Branch responsible for taking the orders of Government.	REMARKS.
9	<i>Transport Charges—contd.</i> Number of ambulances in use to be limited to 200.	22		The establishment of motor ambulances in use has been reduced to 120. No further action is necessary.	Quartermaster General.	Closed.
20	Total establishment of motor cycles to be fixed at not more than 380, and all obsolete cycles to be sold or scrapped forthwith.	23	Saving included under Serial No. 18.	Orders have been issued giving effect to this recommendation. 144 motor cycles have been sold up to date. [Q. M. G.'s Case No. 50161 (Q. M. G.-8).]	"	Closed.
21	The adoption of the recommendations re personnel of the Britishwarite Committee, with the exception of that relating to the increase of the establishment of the Mechanical Transport Training School.	23	Saving of Rs. 20 lakhs.	Necessary action has been taken to reduce the total establishment of Mechanical Transport personnel so as to secure a saving of Rs. 21 lakhs.  This includes Rs. 1 lakh recommended by the Committee against Serial No. 25.  The budget provision for 1923-24 was in accordance with the recommendation.	"	Closed.
22	Total annual expenditure on Animal and Mechanical Transport should be reduced by Rs. 56 lakhs, viz:— Reductions of personnel in Mechanical Transport units and formations (paragraph 23) . . . 20 Reductions of drivers of motor cars due to reduction of numbers of cars in use (paragraph 21) . . . 1 Reduction in running expenses of motor lorries and other vehicles (paragraph 22) . . . 48  69  Deduct—Annual replacements 14  Net saving . . . 55  There will be an additional saving under the stock account of Rs. 15 lakhs (vide Serial No. 60).	23	Gross saving on Mechanical Transport services Rs. 69 lakhs. Extra expenditure Rs. 14 lakhs. Net reduction of Budget under this Head Rs. 55 lakhs.	See remarks against Serial Nos 16, 18, 21 and 80.  This item is merely a summary of the reductions under the head Mechanical Transport.	Quartermaster General.	Closed.
23	Owing to an over-estimate in 1923-23 on account of Sea Transport charges, there will be a saving of Rs. 48.06 lakhs in 1923-24.	24	Saving of Rs 48.06 lakhs.	This is an automatic saving which was allowed for in the Budget for 1923-24. No action is necessary.		Closed.

Report showing what progress has been made up to 1st October 1924, on the recommendations of the Indian Retrenchment Committee, 1922-23, Military Services—contd.

Serial No.	Recommendation.	Reference paragraph of Report.	Financial effect per annum.	Action taken to 15th July 1924.	Branch responsible for taking the orders of Government.	REMARKS.
24	<i>Transport Charges—conold.</i> Provision for Railway charges under all heads for 1923-24 to be reduced to Rs. 1,95,00,000.	25	Saving of Rs. 15.75 lakhs.	The budget provision for 1923-24 was reduced to Rs. 1,75,00,000. No further action is necessary.	...	Closed.
25	<i>Educational and Instructional Establishments.</i> (a) Provision for educational and instructional establishments for 1923-24 to be reduced by Rs. 7,42,450.	26	Saving of Rs. 7.42 lakhs.	The Budget for 1922-23 provided for Rs. 33.67 lakhs for expenditure on Educational and Instructional institutions administered by the General Staff Branch, inclusive of Rs. 1.53 lakhs on account of the Army Signal Schools for which provision was made under Head I of the Budget under Indian Signal Corps. of the Inchoape "cut" of Rs. 7.42 lakhs, Rs. 5.42 lakhs pertains to these institutions. The reduced scale of expenditure recommended by the Inchoape Committee thus amounts to Rs. 28.20 lakhs. The budget for 1923-24 provided for an expenditure of Rs. 27.07 lakhs exclusive of (1) Rs. .98 lakh for replacement of mechanical transport vehicles, for which an aggregate special grant has been allowed by the Inchoape Committee, see paragraph 23 (page 16) of their Report and (2) Rs. .84 lakh on account of "Lag." The proposals for re-organisation received by the General Staff Branch, which include certain new demands, come up to Rs. 27.63 lakhs, which is within the amount allowed. Orders giving effect to them have been issued.  One lakh of the total saving recommended was to be found by the Quartermaster General's Branch. This has been secured from reductions made in the total establishment of Mechanical Transport personnel, see Serial No. 21.  The remaining one lakh was to be found by the Director General, Indian Medical Service. Necessary steps have been taken to secure the saving (G. S. Case No. 14012-M. T.-1.)	General Staff. Quartermaster General. Director General, Indian Medical Service.	Closed.
	(b) Grant for practice ammunition will have to be increased by Rs. 23 lakhs.	...	Excess of Rs. 23 lakhs.	No further action is necessary as regards this item.		Closed.

Report showing what progress has been made up to 1st October 1924, on the recommendations of the Indian Retrenchment Committee, 1922-23, Military Services—contd.

Serial No.	Recommendation.	Reference paragraph of Report.	Financial effect per annum.	Action taken to 15th July 1924.	Branch responsible for taking the orders of Government.	REMARKS.
26	<p><i>Army Education.</i></p> <p>The provision for Army Education to be reduced to Rs. 33,00,000 for 1923-24 and to be fixed at this figure for the next 5 years, exclusive of any additional expenditure on the Dehra Dun and K. G. Military Schools. A proportionate further reduction should be made if proposals regarding reduction of fighting troops are accepted.</p>	27	Saving of Rs. 4,16,850	<p>As regards the first part, in paragraph 72, page 35 of their Report, the Incheape Committee passed, without any reduction a sum of Rs. 11,13,000 included in the Budget for 1922-23 under Head VI-C (old Head VIII-C) for recurring expenditure on new measures. This sum included Rs. 68,860 for measure, the cost of which was debitable to "II-B-Army Education," and this sum must accordingly be added to the figure of Rs. 33 lakhs mentioned in paragraph 27, page 20, of the Incheape Committee's Report, raising the latter to Rs. 33,68,860. His Excellency the Commander-in-Chief decided that a saving of Rs. 22,900 obtained under "Head I-B—Army Education," by the abolition of the appointment of Chief Inspector, Educational Training, at Army Headquarters should be taken towards the Incheape "cost" of Rs. 6 lakhs for Army Headquarters, as the appointment is one which was included by the Incheape Committee in the reduction at Army Headquarters mentioned by them. The figure of Rs. 33,68,860 arrived at as above is accordingly reduced to Rs. 32,44,860. Out of this sum, Rs. 96,310 should be taken as the basic provision for net expenditure on the Dehra Dun and King George's Military Schools, this being the net amount provided for these schools in the Budget for 1922-23; and the balance available for other expenditure chargeable to "II-B-Army Education" thus amounts to Rs. 32,44,860. Against this permissible limit, the budget for 1923-24 provided for an expenditure of Rs. 32,44,860, exclusive of Rs. 94,600 net for the Dehra Dun School and Rs. 34,200 for "lag." A scheme of reorganisation has been introduced the cost of which is within the permissible limit.</p> <p>As regards the second part of the recommendation, a further retrenchment of 74,000 has been made in the expenditure chargeable to Army Education consequent on reduction in strength of British troops.</p> <p>[G. B. Case No. 12654 (G. S., M. T.-3).]</p>	General Staff.	Closed.

Report showing what progress has been made up to 1st October 1924, on the recommendations of the Indian Retrenchment Committee, 1922-23, Military Services—contd.

Serial No.	Recommendation.	Reference paragraph of Report.	Financial effect per annum.	Action taken to 15th July 1924.	Branch responsible for taking the orders of Government.	REMARKS.
	<i>Medical Services and Hospitals.</i>					
27	An enquiry to be made with a view to closing down hospitals where their retention is not justified and to substantially reducing the number of beds in the hospitals retained.	26	...	Administrative orders have issued sanctioning a reduction of 1,984 beds in British Station Hospitals and 2,160 beds in Indian Station Hospitals. The question of further reductions will be taken up shortly.  (Case No. 27227-D. M. S.-4—Accommodation.)	Adjutant General.	Closed.
28	A reduction of Rs. 5 lakhs to be made in the cost of the present establishments employed in hospitals in addition to the savings which should automatically result from reductions in Army personnel.	26	Rs. 5 lakhs	Proposals involving a reduction of 16 officers, Indian Medical Service, 60 Assistant Surgeons plus 32 who are in excess of the authorised establishment, and 90 Sub-Assistant Surgeons (less a shortage of 31 below establishment), are under consideration. So far as officers are concerned, their reduction has actually been effected; the reduction of Assistant Surgeons has been sanctioned by the Secretary of State, and necessary action has been taken, but as regards Sub-Assistant Surgeons the proposed reductions have just been sanctioned by the Secretary of State and orders are about to issue. As regards the second part of the recommendation, it has been decided that further reductions in personnel should be effected, but, except as regards officers, details are still under consideration. As regards officers it has been decided that 28 Royal Army Medical Corps officers and 45 Indian Medical Service officers should be reduced by the end of 1924-25, and further reductions of 20 and 80 respectively effected by the end of 1925-26, involving a eventual saving of about Rs. 11½ lakhs per annum.	Adjutant General.	
29	A reduction of Rs. 31 lakhs to be made under the head of "provisions and diets."	28	Rs. 31 lakhs.	The reductions are automatic and were allowed for in the Budget for 1923-24. No further action is necessary.	...	Closed.
30	A reduction of Rs. 16 lakhs to be made under the head of "clothing for patients."	28	Rs. 16 lakhs.	The reductions are automatic and were allowed for in the Budget for 1923-24. No further action is necessary.	...	Closed.
31	A reduction of Rs. 1 lakh to be made under the head of "cost of drugs."	28	Rs. 1 lakh.	The reductions are automatic and were allowed for in the Budget for 1923-24. No further action is necessary.	...	Closed.
	Total reduction under head of "Working expenses of hospitals."		Rs. 53 lakhs.	This is merely the total of the foregoing items under the heading of "Medical Services and Hospitals."	...	Closed.

Report showing what progress has been made up to 1st October 1924, on the recommendations of the Indian Retrenchment Committee, 1922-23, Military Services—contd.

Serial No.	Recommendation.	Reference paragraph of Report.	Financial effect per annum.	Action taken to 15th Jul. 1924.	Branch responsible for taking the orders of Government.	REMARKS.
52	<p style="text-align: center;"><i>Working expenses of Depôts, etc.</i></p> <p>The provision for Arsenals and Ordnance depôts for 1923-24 to be limited to the amount provided for 1922-23, and possibility of effecting economy by temporarily utilising military labour for clearing up arrears of work to be explored.</p>	30	Nil	<p>With the exception of charges for railway freight and losses on sale of surplus stores, which have gone up since last year, the provision for Arsenals in the Budget for 1923-24 was limited to the same figure as for 1922-23.</p> <p>The aggregate provision under all heads on account of rail charges for the Army has been restricted in accordance with the recommendation shown against Serial No. 24; but the share of the aggregate provision specifically made available for arsenals and ordnance depôts was greater in 1923-24 than in 1922-23, the budget grant for the latter year having proved too low. The provision included in the estimates for 1923-24 on account of loss on sale of surplus stores represented a loss inseparable from heavy sales of surplus stores that were necessary in order to give effect to the recommendation shown against Serial No. 50(b).</p> <p>No further action is necessary as regards this portion of the recommendation.</p> <p>The question of temporarily utilising military labour for clearing up arrears of work has been explored. It is stated that all work of a nature that troops could carry out has been concluded.</p>	Quartermaster General.	Closed.
33	Steps to be taken to close down at an early date 2 out of the 4 clothing and boot depôts.	31	Nil.	<p>The Committee appears to have been under a misapprehension when they made this recommendation. There were 5 boot and clothing depôts of which it was intended to close 2. One of these has been closed, and the closing of the other depends on the building of increased storage accommodation elsewhere. The administrative authorities hold that it is impossible to carry on with less than 3 depôts, viz., Qatta and Rawalpindi for clothing and the Central Boot Depot alongside the manufacturers.</p>	" "	Closed.
34	Withdrawal from unit charge of mobilisation reserves of winter clothing and their concentration in depôts.	31	.....	<p>This is being done gradually. A good deal of the clothing returned to date on being examined in the clothing depôts has been found to be unserviceable and will be sold by public auction.</p>	" "	Closed.

Report showing what progress has been made up to 1st October 1924, on the recommendations of the Indian Retrenchment Committee, 1922-23, Military Services—contd.

Serial No.	Recommendation.	Reference paragraph of Report.	Financial effect per annum.	Action taken to 15th July 1924.	Branch responsible for taking the orders of Government.	REMARKS.
	<i>Working expenses of Depots, etc.—contd.</i>					
35	Budget provision for 1923-24 for Clothing and Boot Depots to be reduced to Rs. 4,50,000.	31	Saving Rs. 24,080	The budget provision for the Clothing and Boot Depots for 1923-24 was Rs. 23,23,740. The excess over Rs. 4,50,000 recommended by the Increase Committee was made up as follows:—  (1) Personnel including temporary labour and connected charges 28,000 (2) Rail charges 1,18,900 (3) Loss on sale of surplus stores 17,25,000  Total 18,72,740  As regards the increase at item (1), orders were issued with a view to effecting the necessary reduction of these charges. The remarks given above against Serial No. 32 in regard to rail charges and losses apply to items (2) and (3) regarding which no action is required.	Quarter-master General.	Closed.
36	A saving of Rs. 41 lakhs to be effected in the cost of the supply services in 1923-24, the whole position to be again reviewed in 12 months time with a view to a further reduction being effected.	32 and 33	Savings Rs. 41 lakhs.	Action has been taken to secure the saving.	.. ..	Closed.
37	Cost of Medical Store Depots to be reduced to Rs. 8 lakhs in 1923-24 Budget.	34	Saving Rs. 91,000	Action has been taken to effect a saving of Rs. 91,410 per annum, and the case closed.	Director General, Indian Medical Service.	Closed.
38	Reduction in Veterinary services recommended by the Braithwaite Committee to be put into effect for 1923-24 Budget.	35	Saving Rs. 3,02 lakhs.	The necessary reorganisation has been carried out and budget provision has been reduced accordingly. The officers who have become surplus have been reverted to the Home establishment and the Veterinary Assistants and subordinate personnel surplus to the reduced establishment have been discharged; vide Army Instruction (India) Nos. 87, 96 and 100 of 1923. No further action is necessary. [Q. M. G.'s case No. 37851 (Q. M. G.-14) for Officers No. 3790; (Q. M. G.-14) for Veterinary Assistants; No. 37836 (Q. M. G.-14) for Clerks and No. 37901 (Q. M. G.-14) for Indian other ranks and followers]	Quarter-master General.	Closed.



Report showing what progress has been made up to 1st October 1924, on the recommendations of the Indian Retrenchment Committee, 1922-23, Military Services—contd.

Serial No.	Recommendation.	Reference paragraph of Report.	Financial effect per annum.	Action taken to 15th July 1924.	Branch responsible for taking the orders of Government.	REMARKS.
39	<p><i>Working expenses of Depôts, etc.—conold.</i></p> <p>A reduction of Rs. 20 lakhs to be made in the Budget for Remount Depôts and breeding operations.</p>	36	Saving Rs. 20 lakhs.	<p>Measures of economy estimated to give a saving of Rs. 20½ lakhs have been agreed to and Government orders issued. Measures effecting further economies which will give an annual saving of Rs. 1.58 lakhs have also been agreed to and the case closed. It has been proposed that further enquiry be made into the breeding operations carried on by the Army Remount Department.</p>	Quartermaster General.	Closed.
40	<p>Accounts on a commercial basis to be instituted for all manufacturing establishments (vide Appendix E of Report) with debit for interest on capital and depreciation.</p>	39	Nil	<p>The remount budget for 1923-24 allowed for a retrenchment of Rs. 18.64 lakhs on the budget grant for 1922-23.</p> <p>Accounts on a commercial basis have already been introduced for most of the principal manufacturing establishments on the Army side, e.g., Ordnance Factories, Medical Store Depôts, Remounts, etc.). The question of developing the arrangements, so as to include in the accounts debits for interest on capital and depreciation, and of extending them to all manufacturing establishment is under consideration; but it will take some time to settle.</p>	Quartermaster General and Master General of Supply in consultation with Financial Adviser.	
41	<p>The proportion of British personnel in Army clothing factories and depôts to be reduced to 12 per cent. of the total staff.</p>	42	Nil	<p>Under an Army Instruction (India) fixing the establishment for the I. A. O. C. for 1923-24, the proportion of British personnel to the total personnel authorised for Clothing Factories and Depôts is 68 to 873, i.e., less than the 12 per cent. recommended by the Retrenchment Committee. No further action is necessary.</p>	Quartermaster General, Master General of Supply.	Closed.
42	<p>In view of the large reductions recommended in the use of the M. T., only a small repairing shop should be retained at Chakiala, and the possibility of utilising the balance of the available accommodation to be explored.</p>	44	Nil	<p>Considerable reductions have been effected in the establishments of Mechanical Transport Repair shops, including that at Chakiala, and orders issued in Army Instruction (India) No. 313 of 1924. It has not been found possible to reduce the Repair shop at Chakiala to the extent recommended by the Committee.</p>	Quartermaster General.	Closed.
43	<p>Endeavours to be made to come to a favourable arrangement with the commercial concerns supplying the standard types of vehicles adopted by the Army to undertake complete overhauls in India of their own vehicles.</p>	44	Nil	<p>Orders were issued in Army Instruction (India) No. 1067 of 1924 to the effect that in places where a motor engineering firm of repute exists military vehicles should be repaired locally provided it is economical to do so.</p>	" "	Closed.

Report showing what progress has been made up to 1st October 1924, on the recommendations of the Indian Retrenchment Committee, 1922-23, Military Services—contd.

Serial No.	Recommendation.	Reference paragraph of Report.	Financial effect per annum.	Action taken to 18th July 1924.	Branch responsible for taking the orders of Government.	REMARKS.
	<i>Ecclesiastical Establishments.</i>					
44	Consequent on the reduction in numbers of British troops in India of the E.C. persuasion, the numbers of E. C. Chaplains to be reduced to the essential minimum and all other E. C. clergymen ministering to troops to be placed on a capitation basis.	46	Rs. 15 lakhs.	A despatch to the Secretary of State replying to certain observations made with regard to the proposals is under issue and the views of certain Roman Catholic Archbishops with regard to the proposals are being obtained. (Army Department Case 131—Ecclesiastical.)	Army Department.	
45	An early decision to be come to on the proposal to form an Army Chaplains Department for Church of England Chaplains; and, if proceeded with, no additional expenditure to be involved.	46	Nil	Action on the formation of an Army Chaplains Department is temporarily in abeyance. (Army Department Case 120—Ecclesiastical.)	" "	Closed.
	<i>Administration of Cantonments.</i>					
46	A reduction of Rs. 50,000 due to fall in prices, to be made in grant for Administration of Cantonments.	47	Saving of Rs. lakhs. 5	The necessary reduction was made in the Budget Estimate for 1923-24. No further action is necessary.	Quartermaster General.	Closed.
	<i>Recruiting Staff.</i>					
47	A reduction of Rs. 20,000 to be made under the head of Recruiting staff.	48	Saving Rs. 2 lakhs.	Orders for the abolition of the following, which will give the saving required, were issued in Army Instruction (India) No. 217, dated the 3rd April 1923:—  Recruiting Officer, Burma. Assistant Recruiting Officer, Burma. 42 1st class permanent recruiters. 43 2nd class permanent recruiters.  The total saving involved by the above reduction was estimated at Rs. 41,540 during 1923-24 after allowing for the pay of surplus personnel pending discharge. No further action is necessary.  [A. G.'s Case No. A-18853 (A. G.-3), Recruiting, Indian Army.]	Adjutant General.	Closed.

Report showing what progress has been made up to 1st October 1924, on the recommendations of the Indian Retrenchment Committee, 1922-23, Military Services—contd.

Serial No.	Recommendation.	Reference paragraph of Report.	Financial effect per annum.	Action taken to 15th July 1924.	Branch responsible for taking the orders of Government.	REMARKS.
48	<i>Expenditure in England on the Standing Army.</i> An early settlement to be arrived at on the basis of the future capitulation rate for British soldiers serving in India. Meantime the provisional rate having been reduced to £95 there will be an automatic saving of £44,000.	10	Saving Rs. 1.8 lakhs.		Financial Advice.	Closed.
49	Budget provision in 1922-23 for furlough allowances for officers of the Indian service was too high by £346,000. This will automatically produce a saving in 1923-24.	51	Saving Rs. 51.0 lakhs.		"	Closed.
50	The payment to War Office of £93,000 in 1922-23 on account of clothing and equipment brought to India by British troops should disappear in 1923-24 consequent on the reductions proposed in British Troop.	52	Saving Rs. 13.95 lakhs.	No further action is necessary as the savings under these recommendations are automatic, and were allowed for in the Budget for 1923-24.	"	Closed.
51	The non-recurrence of the item of exchange concession in respect of Mesopotamia will produce an automatic saving of £250,000.	53	Saving Rs. 37.5 lakhs.		"	Closed.
52	<i>Stock Account.</i> The non-recurrence in the stock account of arrears payments of £410,060 and £80,000 on account of ordnance and mechanical transport equipment indentured for in previous years will produce an automatic saving of Rs. 73.5 lakhs.	57	Saving Rs. 73.5 lakhs.		"	Closed.
53	<i>Provisions.</i> Stocks to be eaten up to the extent of Rs. 35 lakhs. Credit to be taken for Rs. 35 lakhs on account of fall in prices as compared with 1922-23. Debit of Rs. 10 lakhs to be taken on account of anticipated losses and write-off.	50	Saving Rs. 35 lakhs initial, Rs. 25 lakhs recurring.	Credits were taken in the Budget for 1923-24 for 35 lakhs on account of fall in prices and for Rs. 35 lakhs on account of reduction of stocks by consumption. A debit of Rs. 10 lakhs has also been included in the Budget for 1923-24 on account of anticipated normal losses and write-off. As regards the savings of 35 lakhs on account of reduction of stocks by consumption, and similar savings under Serial Nos. 55 and 56, orders have been issued reducing working stocks and mobilisation reserves which will give all the savings required.	Quartermaster-General.	Closed.

Report showing what progress has been made up to 1st October 1924, on the recommendations of the Indian Retrenchment Committee, 1922-23, Military Services—contd.

Serial No.	Recommendation.	Reference paragraph of Report.	Financial effect per annum.	Action taken to 15th July 1924.	Branch responsible for taking the orders of Government.	REMARKS.
	<i>Provisions—concl.</i>					
54	Messing allowance of the British soldier to be reduced to 3½ annas per diem. <i>(N.B.—This is not a St. Ck Account heading.)</i> <i>Feed of animals.</i>	60	Saving Rs. 37 lakhs.	Government orders have issued reducing the messing allowance to 3½ annas per diem from the 1st July 1923, vide Army Instruction (India) No. 469 of 1923. No further action is necessary.  [A. G.'s Case No. A-18580 (A.G.-10)—P and A. General.]	Adjutant General.	Clo ed.
55	Stocks to be eaten down to the extent of Rs. 10 lakhs. Credit to be taken for Rs. 50 lakhs on account of fall in prices and reduction of ration scales. Debt of Rs. 5 lakhs to be taken on account of anticipated losses and writes-off.  <i>Petrol, oil and lubricants.</i>	61	Saving Rs. 10 lakhs initial, Rs. 45 lakhs recurring.	Credit was taken in the Budget for 1923-24 for Rs. 50 lakhs on account of fall in prices and reduction of ration scales. Instead of Rs. 10 lakhs as recommended, credit was only taken for Rs. 5 lakhs for reduction in stocks; the deficiency of Rs. 5 lakhs being made good by (1) an additional credit of Rs. 4 lakhs under Petrol and Lubricants (Serial No. 56) and (2) Rs. 1 lakh under Fuel and Light (not referred to by the Committee). A debt for Rs. 3 lakhs only has been taken in the budget on account of anticipated losses; the balance of Rs. 3 lakhs being taken under Fuel and Light Rs. 2½ lakhs, and Miscellaneous Rs. ½ lakh.  As regards action taken for securing credit of 5 lakhs from reduction of stocks, please see remarks against Serial No. 53, as far as they refer to reduction of stocks.	Quartermaster-General.	Closed.
56	Stocks of petrol and lubricants to be reduced by Rs. 5 lakhs.  <i>Medicines and surgical instruments.</i>	63	Saving Rs. 5 lakhs initial.	Credit was taken in the Budget for 1923-24 for Rs. 9 lakhs on account of reduction in stocks.  Please see remarks against Serial No. 53 so far as they relate to action taken for securing reduction in stocks.	"	Closed.
57	The stocks of medicines and surgical instruments are to be reduced to the level authorised by the orders issued on this subject in September 1921, and the estimated figures of Rs. 35.15 lakhs for new purchases in 1923-24 to be curtailed by Rs. 10 lakhs. A complete review to be made of all articles held, and, apart from the mobilisation reserve of Rs. 4 lakhs, any stocks in excess of 18 months' supply of articles not in common use or liable to deterioration to be sold.	64	Saving Rs. 10 lakhs.	The survey of stocks has been completed by the Director General, Indian Medical Service, and the sale of surplus perishable and obsolete stores is proceeding. Orders have been issued for the disposal of surplus Field Medical and Veterinary equipment. A reduction of only Rs. 7 lakhs was allowed for in the budget for 1923-24, but it is probable that the full reduction of Rs. 10 lakhs has been effected.	Director General, Indian Medical Service.	Closed.

Report showing what progress has been made up to 1st October 1924, on the recommendations of the Indian Retrenchment Committee, 1922-23, Military Services—contd.

Serial No.	Recommendation	Reference paragraph of Report.	Financial effect per annum.	Action taken to 15th July 1924.	Branch responsible for taking the orders of Government.	REMARKS.
	<i>Clothing.</i>					
58	Possibility of authorised periods of wear of clothing being increased by 25 per cent. and other economies in clothing and kit allowances to be further reviewed.	65	Saving Rs. 23 lakhs.	The question of increasing the periods of wear of articles of personal clothing and necessities has been examined, and revised periods of wear have been proposed in respect of the more important articles representing extensions varying from 25 to 100 per cent. Necessary orders giving effect to the changes have been issued, vide Army Instruction (India) 464 of 1923. The total annual recurring saving in clothing allowance, based on these proposals as compared with the budget estimates of these allowances for 1923-24, amounts to approximately Rs. 26 lakhs, i.e., 3 lakhs in excess of the Incheape Committee's recommendations. Of the total saving, 16 lakhs was budgeted for in the estimates for 1923-24 as a deduction from expenditure under Head I.	Quarter-master-General.	Closed.
58-A	Reduction of 30 lakhs to be effected in existing stocks of clothing.	65	Saving Rs. 30 lakhs Initial.	The Budget estimates for 1923-24 were prepared on the assumption that clothing stocks to the value of above Rs. 65 lakhs would be consumed without replacement, or disposed of, during the year. Action was taken to secure this credit. The increase in the credit as compared with the Incheape Committee's figure of Rs. 30 lakhs went to counterbalance the shortage in the credit under Ordnance stores [See Serial No. 59 (b)].	...	Closed.
	<i>Ordnance.</i>					
59	(a) A reduction of 50 per cent. in the war reserve could be effected.	66	Saving Rs. 100.42 lakhs Initial.	This question is still under consideration and a special investigation into the reserves of Ordnance Stores will probably be made during the current financial year.	Quarter-master-General.	Closed.
	(b) The total stock of stores should be reduced to Rs. 8 crores. Expenditure on purchases in 1923-24 to be restricted to Rs. 130 lakhs after allowing for Rs. 10 lakhs fall in prices, a reduction of Rs. 1,00,42,000. Any balance required for consumption to be obtained by reduction of stocks or from the proceeds of sales of surplus stores.			Credit was taken in the budget for 1923-24 for a reduction of Rs. 130 lakhs in the stocks of clothing and Ordnance stores and steps taken to secure the reduction. It is anticipated that the actual reduction will be larger. The residual surplus of Ordnance stores is not consumable and there is no market for it.		

Report showing what progress has been made up to 1st October 1924, on the recommendations of the Indian Retrenchment Committee, 1922-23, Military Services—contd.

Serial No.	Recommendation.	Reference paragraph of Report.	Financial effect per annum.	Action taken to 15th July 1924.	Branch responsible for taking the orders of Government	REMARKS.
	<i>Mechanical Transport.</i>					
60	The provision for additions by purchase to be reduced by Rs. 21 lakhs, viz.— R. lakhs. By consumption of existing stocks of tyres and spare parts. 15 Omission of Budget provision for purchase of new vehicles as shown in 1922-23 Budget. (But see paragraph 23 of Report: . 6 Total . 21	67	Saving Rs. 21 lakhs.	The omission of 6 lakhs for purchase of new vehicles was given effect to in the Budget for 1923-24. No further action on this portion of the recommendation is necessary.  As regards the recommendation about a credit of 15 lakhs by consumption of existing stocks, a credit of Rs. 5 lakhs only was entered in the Budget for 1923-24. Steps have been taken to sell all stocks which are not required for consumption, but it has been difficult to obtain a ready market for them and the sales are progressing slowly.	Quarter-master-General.	Closed.
	<i>Animals.</i>					
61	No purchase of camels being necessary in 1923-24, there will be a saving of Rs. 3.33 lakhs. If reduction in strength of fighting troops is accepted, it should be possible to reduce purchase of animals by Rs. 10 lakhs by making equivalent reduction in number of animals in remount depôts.	68	Saving Rs. 10 lakhs.	A reduction of Rs. 5 lakhs for purchase of animals was given effect to in the Budget for 1923-24.  A further saving of over Rs. 15 lakhs was realised in 1923-24.	"	Closed.
62	Net saving under recommendations contained in paragraphs 58 to 67 inclusive, when compared to the 1922-23 estimate is only Rs. 188.43 lakhs, since 1922-23 estimate assumed savings at Rs. 16.99 lakhs due to reductions of stocks.	69	Net saving in stock account Rs. 188.43 lakhs.	This item merely summarises the savings recommended under the heading "Stock Account".	.....	
	<i>Special Services.</i>					
63	The provision for Waziristan occupation for 1923-24 being limited to Rs. 19.5 lakhs will produce an automatic reduction of Rs. 153.5 lakhs under this head.	70	Saving Rs. 153.5 lakhs.	It was not found possible in 1923-24 to give effect to the recommendation of the Committee. The whole of the savings proposed by the Committee have, however, been taken credit for in the budget for 1924-25.	Financial Adviser.	Closed.
64	Recommended that the garrison of Aden be reduced to its pre-war strength representing a saving of Rs. 10 lakhs on the 1922-23 Budget.	70	Saving Rs. 10 lakhs.	Proposals for reduction to approximately the strength of the pre-war garrison are still under consideration, and a final decision has not yet been arrived at. [G. S. Case No. 3642-S. D.-1] Post War Garrison at Aden.]	Army Department.	
65	War arrears adjustments in connection with the Great War and the Afghan War having been completed, the sum of Rs. 3.4 lakhs allowed under these heads in the 1922-23 Budget will not recur.	70	Saving Rs. 3.4 lakhs.	The saving under this head is automatic and was allowed for in the Budget for 1923-24.  No action is necessary.	Financial Adviser.	Closed.

Report showing what progress has been made up to 1st October 1924, on the recommendations of the Indian Retrenchment Committee, 1922-23, Military Services—contd.

Serial No.	Recommendation.	Reference paragraph of Report.	Financial effect per annum.	Action taken to 15th July 1924.	Branch responsible for taking the orders of Government.	REMARKS.
	<i>Miscellaneous receipts and charges.</i>					
66	(a) Where stores are issued by the Army to other departments, a debit should be raised against the department concerned.  (b) The grant for net miscellaneous expenditure to be reduced to Rs. 20 lakhs.	71	Increase Rs. 68.57 lakhs.	(a) Orders giving effect to this recommendation were issued in Finance Department letter No. 425-A., dated the 28th May 1923, to the Auditor General. No further action is necessary as regards this item. (b) The recommendation was given effect to in the Budget for 1923-24. No further action is necessary as regards this item.	Army Department.	Closed.
	<i>Provision for new measures and unallotted reserve.</i>					
67	No provision for unallotted reserve to be made in future budgets. Rs. 30 lakhs is being allotted for the completion of equipment in 1923-24. As approximately half of the "new measures" for 1922-23 are recurring charges and will be shown under appropriate heads, the net saving for "new measures" amounts to Rs. 3 lakhs.	72	Saving Rs. 3 lakhs.	The saving is automatic and was allowed for in the Budget for 1923-24.  No action is necessary.	Financial Adviser.	Closed.
	<i>Non-effective charges.</i>					
68	Recommended that the pre-war arrangement be reverted to under which a settlement of pension was arrived at for each individual on retirement on the basis of his expectation of life.	73	Nil.	The India Office were asked in Financial Adviser, Military Finance, letter No. 187-F., dated the 26th April 1923, to take the necessary action in this respect. Information has been received from the India Office to the effect that steps in this direction have been taken in consultation with the War Office.	Army Department.	Closed.
	<i>Auxiliary and Territorial Forces.</i>					
69	The share of India or the allowances and gratuities payable to demobilised officers during 1923-24 will amount to £415,000, an increase of £28,000 or Rs. 9.75 lakhs over 1922-23.	74	Increase Rs. 9.75 lakhs.	This is an automatic increase, for which provision was made in the Budget for 1923-24.  No action is necessary.	Financial Adviser.	Closed.
70	Recommended that the budget for 1923-24 for the Auxiliary and Territorial Forces be fixed at Rs. 108 lakhs, the main saving being in Territorial Forces charges.	75	Saving Rs. 10.86 lakhs.	The budget allotment for 1923-24 was reduced by Rs. 11.32 lakhs, which includes a reduction of Rs. 18,800 on account of savings in the staff at Army Headquarters for which credit has already been taken under Serial No. 8.  No further action is necessary. (A. G.'s case No. A.-5837-A. G., A. and T. F.—Organisation.)	Adjutant-General.	Closed.

Report showing what progress has been made up to 1st October 1924, on the recommendations of the Indian Retrenchment Committee, 1922-23, Military Services—contd.

Serial No.	Recommendation.	Reference paragraph of Report.	Financial effect per annum.	Action taken to 15th July 1924.	Branch responsible for taking the orders of Government.	REMARKS.
<i>Military Works.</i>						
71	That re-appropriation of funds for Military Works be prohibited except for works included in the sanctioned programme when the re-appropriation should be subject to the surrender of savings being justified by the financial situation.	Page 53, para. 3.		The matter is under examination.	Engineer-in-Chief.	
72	That the whole arrangement for accommodating both British and Indian troops should be reviewed, and that it should be considered whether it would be possible in some cases to accommodate the troops in existing barracks, and in other cases whether the possibility of hutting grants should not be reverted to until the future distribution of the army and the strength of units have been definitely decided.	Page 54, para. 4.		The whole arrangement for accommodating both British and Indian troops has been reviewed. Vacant barracks are being utilized to the utmost extent possible. Those barracks which it is not possible to utilize are being demolished or sold. It is not considered possible to revert to the old system of hutting grants. No further action is required.	"	Closed.
73	That the whole programme of Military Works requirements be examined and curtailed on the basis that the total provision for new works and works in progress, apart from the requirements of the Royal Air Force and any special measures rendered necessary by the military situation, should be reduced by Rs. 20 lakhs.	Page 54, para. 5.	Saving of 20 lakhs.	The Committee's recommendation about reduction of provision for new works and works in progress by 20 lakhs as compared with grant for 1922-23 was given effect to in the Budget for 1923-24. No further action is required.	"	Closed.
74	That in the present financial conditions no major works should be embarked on without examination at headquarters and that the annual provision should be reduced to 16 lakhs.	Page 54, para. 6.	Saving of 67½ lakhs.	In accordance with His Excellency the Army Member's orders, instructions have been issued to all Commands and to the Independent District of Burma impressing on them the importance of exercising their powers of sanction for major works with the greatest care and regard for economy and instructing them, where necessary, to make a previous reference to Army Headquarters, in order to ascertain whether there is any chance of a reduction or redistribution of garrison.	"	Closed.
				The specific recommendation limiting the annual provision for the reserve for unforeseen requirements to Rs. 16 lakhs has been given effect to in the budgets for 1923-24 and 1924-25. No further action is necessary.		



Report showing what progress has been made up to 1st October 1924, on the recommendations of the Indian Retrenchment Committee, 1922-23, Military Services—contd.

Serial No.	Recommendation.	Reference paragraph of Report.	Financial effect per annum.	Action taken to 15th July 1924.	Branch responsible for taking the orders of Government	REMARKS.
75	<i>Military Works</i> —contd. That the reserve for buildings and works costing up to Rs. 10,000 be limited to 18 lakhs.	Page 54, para. 7.	Saving of 8 lakhs.	The Committee's recommendation was given effect to in the budget for 1923-24. No further action is required.	Engineer-in-Chief.	Closed.
76	That the possibility be explored of effecting economies in new construction by utilization of vacant buildings for military purposes, and that steps be taken to dispose of all buildings which cannot be so utilized.	Page 55, para. 9.	...	All vacant lines have been carefully considered. Where possible they have been re-occupied. Where accommodation was not possible the lines have been demolished, or in some cases sold. This is the accepted policy. Where land was available for sale it has either been sold or is under consideration for sale. Very few vacant lines now remain for disposal. No further action is required.	"	Closed.
77	That the provision for repairs to buildings in 1923-24 be limited to 55 lakhs.	Page 55, para. 9.	Saving during 1923-24 of 9'47 lakhs.	The Committee's recommendation was given effect to in the budget for 1923-24. No further action is required.	"	Closed.
78	That the decision be expedited on the question of retransferring certain frontier roads to the civil authorities.	Page 55, para. 10.	...	Necessary orders have been issued.	"	Closed.
79	That the total provision for roads be reduced to 27 lakhs.	Page 55, para. 10.	Saving of 2 lakhs.	The Committee's recommendation was given effect to in the Budget for 1923-24. No further action is required.	"	Closed.
80	That the total expenditure in 1923-24 under the head Miscellaneous be limited to Rs. 73,78,000.	Page 55, para. 11.	Saving of Rs. 8'25 lakhs.	The Committee's recommendation was given effect to in the Budget for 1923-24. No further action is required.	"	Closed.
81	That the staff of officers employed on Military Works should be progressively reduced approximately to the prewar cadre, the grant for establishment in 1923-24 being fixed as of Rs. 5 Rs. 75,00,000, a saving lakhs, and that further saving should be effected thereafter.	Page 56, para. 12.	Saving of 5 lakhs.	The Budget provision for 1923-24 under the head "Establishment" was Rs. 76'87 lakhs i.e., Rs. 75 lakhs for establishment in India and Rs. 1'87 lakhs for furlough charges in England. The Military Works furlough charges for 1923-23 were not budgetted for under the head "Military Works Establishment" but under the general Army head for payment of furlough allowances of officers of the Indian Services.  For the year 1924-25 budget provision has been made for Rs. 72 lakhs. Proposals have been submitted which reduce the cost of the establishment in future years to Rs. 67'46 lakhs. These proposals are under examination.	"	
82	That the rule under which imported material must be obtained through the High Commissioner for India should be amended, so as to enable new works or extensive repairs to be given out on lump sum contracts.	Page 56, para. 12.	...	It has been decided not to take any further action in regard to the amendment of stores rules as lump sum contracts can be entered into under existing rules. No further action is required.	"	Closed.

Report showing what progress has been made up to 1st October 1924, on the recommendations of the Indian Retrenchment Committee, 1922-23, Military Services—concl'd.

Serial No.	Recommendation.	Reference paragraph of Rep.-rt.	Financial effect per annum.	Action taken to 15th July 1924.	Branch responsible for taking the orders of Government.	REMARKS.
83	<i>Military Works</i> —concl'd. That some system should be immediately introduced to obviate the wasteful expenditure incurred in consequence of the lapsing of unspent grants.	Page 56, para. 11.	..	With a view to obviate heavy expenditure at the close of the year resulting in waste, the Government of India has sanctioned an over-allotment of 10 per cent. of the grant of Major Works at the commencement of the financial year, on the understanding that an equal amount will be surrendered at the close of the year. No further action is necessary as regards this item.	Engineer-in-Chief.	Closed.
84	That the provision under the head "Tools and Plant" be limited to Rs. 3 lakhs.	Page 57, para. 15.	Saving of Rs. 10,000.	The Committee's recommendation was given effect to in the Budget for 1923-24. No further action is required.	..	Closed.
85	That in the case of all new occupants of Military Works quarters rent should be charged with reference to present rate of interest irrespective of the date of construction, but subject to the usual maximum of 10 per cent. of pay.	Page 57, para. 16.	..	As the recommendation, if adopted would involve a great deal of extra work due to constant revisions necessitated by the fact that rates fluctuate, it has been decided not to pursue this recommendation. But the anomalies referred to by the Committee can be got over by pooling rents. In Army Instruction (India) No. 1053 of 1923 revised rates of interest on capital cost were sanctioned for adoption in calculating rent to be recovered on military residential buildings. The rates vary from 3½ per cent. on buildings constructed before 1st April 1919 to 6 per cent. in the case of buildings constructed after 1st January 1923. These rates of interest are exclusive of charges for maintenance and repairs, and the rent leviable from occupants is subject to the maximum of 10 per cent. of pay in the case of married officers. No further action is necessary.	..	Closed.
86	That a reduction of Rs. 10 lakhs should be effected in the total purchases of Military Works stores in 1923-24.	Page 57, para. 17.	Saving of 10 lakhs.	The Committee's recommendation was given effect to in the budget for 1923-24. No further action is required.	..	Closed.
87	<i>His Excellency the Viceroy's establishments.</i> Reduction in the establishment of His Excellency the Viceroy's bodyguard.	Page 120, para. 3.	Saving 40 lakhs.	A reduction of 1 Indian officer, 10 sowars and 10 horses has been effected in the strength of the body-guard and the strength of the band has been reduced by 8 bandmen, this producing a saving of about Rs. 67,000.	Adjutant General.	Closed.
88	Reduction in the establishment of His Excellency the Viceroy's band.	Page 120, para. 4.	Saving 42 lakhs.	After full consideration His Excellency the Viceroy has decided that it is not possible to make further reductions.	..	Closed.

A. F. L. BRAYNE,

Financial Adviser.

The 1st October 1924.

## GRANTS TO THE TATA INSTITUTE OF SCIENCE, BANGALORE.

170. **Seth Govind Das:** Will the Government be pleased to state what financial assistance both recurring and non-recurring has been given by the Government of India to the Tata Institute of Science, Bangalore, during the last five years and whether they propose to increase the grant?

**The Honourable Sir Bhupendra Nath Mitra:** Under a Vesting Order, dated the 27th May 1900, issued under the Charitable Endowments Act, 1890, the Government of India are pledged to supplement the income for the time being of the Institute by an annual grant equivalent to one-half of the income of the Institute from time to time derived from "local assets", subject to a maximum of Rs. 1,50,000 in any one year. The income from "local assets" includes the income derived from certain endowed properties in Bombay. In accordance with this Vesting Order, the following contributions were made by the Government of India to the Institute during the last five years:

Year	Amount.	
	Rs.	A. P.
1919-20	80,888	6 5
1920-21	88,003	15 2
1921-22	87,500	0 0
1922-23	1,50,000	0 0
1923-24	1,50,000	0 0

No other grants recurring or non-recurring were made by the Government of India to the Institute during the last five years and it is not proposed to increase the grant payable under the Vesting Order.

## EXPENDITURE ON REMODELLING LUCKNOW RAILWAY STATION.

171. **Seth Govind Das:** Will the Government be pleased to state the amount of money spent or proposed to be spent on the remodelling of the Oudh and Rohilkhand Railway station in Lucknow in 1924-25 and the following years?

**Mr. G. G. Sim:** The expenditure incurred in 1923-24 on remodelling the Lucknow station and yard is Rs. 4,23,000 and the sum estimated to be spent in 1924-1925 is Rs. 13,11,000. The provision allowed for this scheme in the budget estimate for 1925-26 is Rs. 25,08,000 leaving a sum of Rs. 20,91,868 for expenditure in 1926-1927.

## NUMBER OF RAILWAY WORKSHOPS IN INDIA.

172. **Seth Govind Das:** Will the Government be pleased to state the number of railway workshops in India and the output of railway materials during the last five years?

**Mr. G. G. Sim:** With reference to the first part of his question, the Honourable Member is referred to the reply given to part (a) of question No. 307, asked by Mr. C. Duraiswami Aiyangar, in this Assembly on the 27th January, 1925.

As regards the second part, Government have not got the information; and, if asked for from Administrations, its compilation would involve a considerable amount of labour and expenditure, incommensurate with the value of the information obtained.

## RAILWAY CONNECTION BETWEEN BANGALORE AND OOTACAMUND.

173. **Seth Govind Das:** Will the Government be pleased to state when the Government will connect Bangalore and Ootacamund by rail in South India, and if an estimate has been already made and if so what is its cost?

**Mr. G. G. Sim:** Bangalore and Ootacamund are already connected by rail. But if the Honourable Member refers to a more direct connection I must inform him that this is not under contemplation at present. The results of the survey carried out in 1910-11 for a line from Nanjangud to Erode with a branch from Kottamanagalam to Mattupalayam show that this line is not likely to be remunerative.

## RETRENCHMENT EFFECTED BY THE AMALGAMATION OF THE OUDH AND ROHILKHAND AND EAST INDIAN RAILWAYS.

174. **Seth Govind Das:** Will the Government be pleased to state what retrenchment has been effected by the amalgamation of the Oudh and Rohilkhand and East Indian Railways?

**Mr. G. G. Sim:** The amalgamation has not been undertaken as a measure of retrenchment, but as a measure combining substantial administrative advantages with greater economy in working. By pooling the resources of the two railways it will be possible to make the best possible use of two alternative routes to avoid the loss of revenue which blocks and interruptions on one route are liable to produce when the alternative route is under a different administration; to handle passenger and goods traffic more efficiently and economically; to eliminate six junctions between what are now separate railway administrations and so reduce the expense and inconvenience of such junctions; to do away with the elaborate adjustment of accounts for wagon interchange between the two railways with its consequent necessity for an expensive technical examining and repair staff at the junctions, and a large establishment at headquarters to deal with the accounts and with damage and deficiency claims; to avoid the detention of wagons at interchange points so reducing losses from delays and thefts; and to pool the workshop resources of the two railways, thereby obtaining improved production and reductions in the cost of heavy repairs and in light mileage. It is impossible to give an exact figure as to the money value of these various advantages which will gradually accrue but it will obviously be very large. Incidentally, combined with the introduction of a divisional system of organisation, the amalgamation is expected to result in a saving of about six lakhs of rupees per annum in the cost of various establishments.

## THROUGH TRAIN SERVICES BETWEEN HOWRAH AND PESHAWAR VIA LUCKNOW.

175. **Seth Govind Das:** Will the Government be pleased to state whether there will be any through train services between Howrah and Peshawar via Lucknow?

**Mr. G. G. Sim:** No such proposal is under consideration at present.

THROUGH TRAIN SERVICES BETWEEN ALLAHABAD AND NAGPUR VIA  
ITARSI.

176. **Seth Govind Das**: Will the Government be pleased to state whether there will be any through train services between Allahabad and Nagpur via Itarsi?

**Mr. G. G. Sim**: Government are not in a position to say. The provision of through services largely depends on the amount of traffic offering in each case.

REDUCTION OF THIRD CLASS FARES ON STATE-MANAGED RAILWAYS.

177. **Seth Govind Das**: Will the Government be pleased to state when they propose to reduce the third class railway fares on State-managed railways?

**Mr. G. G. Sim**: The Honourable Member is referred to the reply given in this Assembly on 30th January, 1925, to question No. 505 and to the paragraph relating to passenger fares in the Honourable the Railway Member's speech on the 20th February 1925, introducing the Railway Budget for 1925-26.

PREVENTION OF THEFTS ON PASSENGER AND GOODS TRAINS.

178. **Seth Govind Das**: Will the Government be pleased to state what steps the Government have taken to prevent thefts on passenger and goods-trains of the Indian railways?

**Mr. G. G. Sim**: The Honourable Member is referred to the reply given in this Assembly on 22nd January 1925 to question No. 23, and also to the paragraph relating to compensation claims in the speech, on 20th February 1925, of the Honourable the Railway Member introducing the Railway Budget for 1925-26.

TRAIN SERVICES TO PILGRIM CENTRES.

179. **Seth Govind Das**: Will the Government be pleased to state what steps the Government have taken to provide sufficient carriages and train service to pilgrim centres at the times of fairs, Jattras, etc.?

**Mr. G. G. Sim**: The Honourable Member is referred to the speech of the Honourable the Railway Member, introducing the Railway Budget for 1925-26, wherein the provision made for additional third class passenger rolling-stock is stated.

PURCHASE OF RAILWAY STORES.

180. **Seth Govind Das**: Will the Government be pleased to state what steps the Government have taken to purchase railway stores, materials, rolling stock, etc., in India and in the cheapest market in the world?

**Mr. G. G. Sim**: The new Stores Rules, which were brought into force in May last year, indicate the steps taken by Government to purchase railway and other stores in India. These rules have been supplemented by the provision in the Steel Industry (Protection) Act, 1924, for increasing import duties on certain classes of stores and for giving bounties on medium and heavy steel rails and fish-plates and on wagons manufactured in India.

2. As regards steps taken by Government to ensure that railway stores, etc., are purchased in the cheapest market in the world, the Honourable Member is informed that the D. G., I. S. D., London, in the case of State-worked Railways, and the Government Director, on the Home Boards of Company-worked Railways, have instructions that the lowest satisfactory tender should be accepted in each case, irrespective of the country of origin.

RESIGNATION BY SIR DADIBA DALAL OF THE OFFICE OF HIGH COMMISSIONER FOR INDIA.

181. **Seth Govind Das:** Will the Government be pleased to state whether Mr. Dalal resigned his post as High Commissioner for India, due to (a) ill-health, or (b) differences of opinion between him and the Secretary of State for India or the Government of India?

**The Honourable Sir Charles Innes:** The Honourable Member is referred to my reply to similar questions asked on the 22nd January last.

APPOINTMENT OF A NON-OFFICIAL INDIAN AS HIGH COMMISSIONER FOR INDIA.

182. **Seth Govind Das:** Will the Government be pleased to state why a non-official Indian was not appointed to succeed Mr. Dalal?

**The Honourable Sir Charles Innes:** The Honourable Member is referred to the answer given on January 30th last.

TRANSFER OF AGENCY FUNCTIONS TO THE HIGH COMMISSIONER FOR INDIA.

183. **Seth Govind Das:** Will the Government be pleased to state when the remaining agency functions will be transferred to the High Commissioner from the Secretary of State for India?

**The Honourable Sir Charles Innes:** The Honourable Member is referred to my reply to a similar question No. 170, dated March 1st, 1924. The position is as then explained.

STATUS OF THE HIGH COMMISSIONER FOR INDIA.

184. **Seth Govind Das:** Will the Government be pleased to state whether the status of the High Commissioner for India is equal to the status of the High Commissioners for the Dominions in all respects? If not, in what respects is his status inferior?

**The Honourable Sir Charles Innes:** The standing of the High Commissioner for India is the same as that of other High Commissioners within the scope of the functions allotted to him.

RECOMMENDATIONS OF THE LYTTON COMMITTEE REGARDING THE INDIAN STUDENTS DEPARTMENT IN ENGLAND.

185. **Seth Govind Das:** Will the Government be pleased to state what action they have taken on the recommendations of the Lytton Committee with reference to the Students' Department of the High Commissioner's office in England?

**Mr. J. W. Bhore:** The attention of the Honourable Member is invited to the paper laid on the table on the 16th February 1925, in reply to Khan Bahadur Sarfaraz Hussain Khan's starred question No. 850.

#### THE PROPOSED INTER-UNIVERSITY BOARD.

186. **Seth Govind Das:** Will the Government be pleased to state how many Universities in Indig have agreed to participate in the Inter-University Board, as a result of the recommendations of the Universities Conference held at Simla in May 1924?

**Mr. J. W. Bhore:** Eleven Universities have so far definitely decided to join the proposed Inter-University Board.

#### LOCATION OF THE PROPOSED INTER-UNIVERSITY BOARD.

187. **Seth Govind Das:** Will the Government be pleased to state where the headquarters of the proposed Inter-University Board will be located and what its functions will be?

**Mr. J. W. Bhore:** The information asked for is given in resolutions 37 and 39 of the Indian Universities' Conference. The resolutions will be found in Bureau of Education Pamphlet No. 18, copies of which were supplied to all the Members of the Indian Legislature and placed in the Members' Library.

#### COMPULSORY MILITARY TRAINING FOR UNIVERSITY STUDENTS.

188. **Seth Govind Das:** Will the Government be pleased to state how many Universities in India have approached them to provide compulsory military training in the University Training Corps by supplying them with rifles, Sergeant Instructors, etc.?

**Mr. E. Burdon:** The Aligarh Muslim University is the only University that has applied to the Government of India for the provision of compulsory military training.

#### SUPPLY OF RIFLES TO THE UNIVERSITY CORPS OF THE UNITED PROVINCES.

189. **Seth Govind Das:** Will the Government be pleased to state when the University Training Corps of the United Provinces will be supplied with rifles?

**Mr. E. Burdon:** I would invite the attention of the Honourable Member to the reply given on the 22nd January to unstarred question No. 50. The matter will be further considered in connection with the Report of the Auxiliary and Territorial Force Committee.

#### INCREASE OF THE ANNUAL GRANT TO THE BENGAL HINDU UNIVERSITY.

190. **Seth Govind Das:** Will the Government be pleased to state whether they have considered the advisability of increasing the annual grant to the Bengal Hindu University in view of the recent expansion of the University?

**Mr. J. W. Bhore:** The question is under consideration.

**INCLUSION OF AUDITING, ACCOUNTANCY, ETC., AS SUBJECTS FOR THE  
INDIAN FINANCE, CIVIL SERVICE AND OTHER PUBLIC  
EXAMINATIONS.**

**191. Seth Govind Das:** Will the Government be pleased to state whether commercial subjects such as auditing, accountancy, commercial geography, business organization, etc., are included in the Indian Finance, Civil Service and other public examinations conducted by the Government of India? If not, when do they propose to include them?

**The Honourable Sir Basil Blackett:** The information required by the Honourable Member is being collected and will be furnished to him as soon as possible.

**RECRUITMENT OF BACHELORS OF COMMERCE IN CERTAIN SPECIFIED  
SERVICES.**

**192. Seth Govind Das:** Will the Government be pleased to state what facilities have been provided for the holders of the degree of Bachelor of Commerce in the recruitment for public service in the Departments of Customs and Inland Revenue, Income-tax, Commerce, and Industries under the Government of India?

**The Honourable Sir Basil Blackett:** As regards Customs, I may say that no special facilities have been provided for holders of the degree of Bachelor of Commerce; that the Imperial Customs Service is recruited by a combined system of nomination and examination and not on a scrutiny of academic qualifications; and that in recruiting for the subordinate ranks, Collectors of Customs doubtless give due weight to any such qualifications. In regard to the Income-tax Department, the attention of the Honourable Member is invited to my reply to question No. 1995 by Mr. C. S. Ranga Iyer on September 16th, 1924.

Appointments other than those of a clerical nature in Departments under the Commerce Department are extremely few and vacancies are correspondingly few. No special facilities have been provided for holders of the degree of Bachelors of Commerce.

So far as the services and appointments under the direct control of the Department of Industries are concerned, no special facilities are provided in the recruitment of persons holding the degree of Bachelor of Commerce.

**EXPORT OF FOOD GRAINS.**

**193. Seth Govind Das:** Will the Government be pleased to state what steps they have taken or propose to take to prevent or restrict the export of wheat and other food grains from India in view of the chronic shortage of food grains in India?

**Mr. J. W. Bhoré:** The Government have no reason to believe that there is such a shortage of food grains as to justify action on the lines indicated by the Honourable Member.

**EXPORT OF CATTLE.**

**194. Seth Govind Das:** Will the Government be pleased to state the number of cattle exported from India during the last five years and the names of the countries to which they have been exported?



**The Honourable Sir Charles Innes:** The Honourable Member is referred to the Accounts of the Sea-borne Trade and Navigation of British India of which copies are in the Library.

EXISTENCE OF A SECTION OF ANIMAL HUSBANDRY IN THE PUSA  
AGRICULTURAL COLLEGE.

**195. Seth Govind Das:** Will the Government be pleased to state whether the Pusa Agricultural College and Institute has a section of animal husbandry to improve the breeding of cattle in India?

**Mr. J. W. Bhore:** I am not quite clear as to what the Honourable Member means.

The breeding and improvement of cattle are receiving close attention at Pusa, but the Institute of Animal Husbandry is located at Bangalore.

REDUCTION OF THE POSTAGE ON ENGLISH LETTERS.

**196. Seth Govind Das:** Will the Government be pleased to state the reasons why the postal rate for a letter from India to England is two annas, while a letter from England to India costs only three half pence which is only  $1\frac{1}{2}$  annas, and whether the Government propose to reduce the postage in India on English letters?

**The Honourable Sir Bhupendra Nath Mitra:** The Honourable Member is referred to the reply given by Sir A. C. Chatterjee on the 5th February 1924, to parts (b) and (c) of Dr. Gour's question No. 181.

REDUCTION OF POSTAGE RATES ON LETTERS AND POST-CARDS.

**197. Seth Govind Das:** Will the Government be pleased to state what steps the Government have taken or propose to take for the reduction of postage from one anna to half anna on letters, and from half anna to one quarter anna in the case of post-cards, in view of the chronic poverty of the people?

**The Honourable Sir Bhupendra Nath Mitra:** I would ask the Honourable Member to await the presentation of the Budget.

EUROPEAN, ANGLO-INDIAN AND INDIAN SUPERINTENDENTS OF POST  
OFFICES.

**198. Seth Govind Das:** Will the Government be pleased to state the number of Superintendents of Post Offices in tabular form, under the heads, i.e., (a) Europeans, (b) Anglo-Indians and (c) Indians?

**The Honourable Sir Bhupendra Nath Mitra:**

Europeans . . . . .	3
Anglo-Indians . . . . .	50
Indians . . . . .	128
	<hr/>
	181
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## SUPPLY OF WARM CLOTHING TO POSTMEN.

199. **Seth Govind Das:** Will the Government be pleased to state the reasons why only one livery dress and no warm clothing is supplied to the postmen every year, when two were supplied formerly?

**The Honourable Sir Bhupendra Nath Mitra:** Two sets of uniform are supplied annually to postmen only in exceptional cases and this has always been the practice. Warm clothing is supplied in certain places where the rigour of the climate demands it.

## PROFESSOR JEVONS' BOOK "MONEY, BANKING AND EXCHANGE IN INDIA."

200. **Seth Govind Das:** Will the Government be pleased to state the number of copies of Prof. H. Stanley Jevons book on "Money, Banking and Exchange in India" published by the Government of India, the number sold, and the amount of money spent by the Government of India in getting it published and any compensation the Government may have paid to the author?

**The Honourable Sir Basil Blackett:** 3,000 copies were printed of which 2,128 have been sold. The cost of printing was Rs. 2,565 while the amount paid to the author was Rs. 7,079. The sale price of the book being Rs. 2-8-0, it will be seen that the Government have recovered the cost of printing and nearly half the amount paid to the author as well.

## SEPARATION OF JUDICIAL AND EXECUTIVE FUNCTIONS.

201. **Seth Govind Das:** Will the Government be pleased to state whether the Government have received any representations from the Provincial Governments, with reference to the separation of the judicial and executive functions and if so what steps they will propose to take to give effect to these representations?

**The Honourable Sir Alexander Muddiman:** I have nothing to add to the answer given by me to Khan Bahadur Sarfaraz Hussain Khan's question No. 144 on the 28rd January 1925, and Maulvi Muhammad Yakub's question No. 888 on the 28th January 1925.

## ABOLITION OF DIVISIONAL COMMISSIONERSHIPS.

202. **Seth Govind Das:** Will the Government be pleased to state whether the Government have received any representations from the Provincial Governments with reference to the abolition of the post of commissionerships and if so, what steps they propose to take to give effect to those recommendations of the Provincial Governments?

**The Honourable Sir Alexander Muddiman:** The matter has been the subject of correspondence with Provincial Governments whose replies have been received and are now under consideration. As I stated on the 22nd January 1925, in reply to Maulvi Muhammad Kazim Ali's question on the same subject, no final decision has yet been arrived at.

NOMINATION OF THE INDIAN DELEGATION TO THE LEAGUE OF NATIONS  
FROM A PANEL OF REPRESENTATIVES ELECTED BY THE ASSEMBLY.

203. **Seth Govind Das:** Will the Government be pleased to state whether the Government would allow the Legislative Assembly to elect a panel of representatives of India for the Assembly of the League of Nations to be held in September, 1925, out of whom the Government may nominate?

**Mr. L. Graham:** The answer is in the negative. The Honourable Member is referred to the reply given to his unstarred question No. 453 on the 22nd September 1924.

ELECTION BY THE TRADE UNIONS OF INDIA OF THE INDIAN REPRESENTATIVE  
FOR THE INTERNATIONAL LABOUR CONFERENCE.

204. **Seth Govind Das:** Will the Government be pleased to state whether the Government would allow the Trade Unions of India to elect their representative for the International Labour Conference to be held in 1925 at Geneva?

**The Honourable Sir Bhupendra Nath Mitra:** No provision is made in the Treaty of Versailles for the representation of trade unions as such. Representation is given to the workpeople of India, and the delegate has to be nominated by Government; he is to be chosen in agreement with the industrial organizations, if such organizations exist, which are most representative of the workpeople of the country. Government are unable to depart from the provisions of the Treaty.

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MESSAGES FROM THE COUNCIL OF STATE.

**Secretary of the Assembly:** Sir, the following Message has been received from the Secretary of the Council of State:

"I am directed to inform you that at a meeting of the Council of State held on the 23rd of February, 1925, a motion that the Bill to repeal certain provisions of the Indian Criminal Law Amendment Act, 1908, as passed by the Legislative Assembly, be taken into consideration was rejected by the Council, and that a similar motion in regard to the Bill further to amend the Indian Railways Act, 1890, as passed by the Legislative Assembly, was rejected by the Council of State at their meeting held on the 26th February, 1925."

(Cries of "Shame").

A further Message has been received from the Secretary of the Council of State which runs as follows:

"I am directed to inform you that the Council of State have at their meeting held on the 26th February, 1925, agreed without any amendments to the Bill to determine the salary of the President of the Legislative Assembly which was passed by the Legislative Assembly at their meeting held on the 18th February, 1925."

**Mr. President:** It has been represented to me that, as it is not our usual practice to sit on Friday, and as Friday is a day set apart for special prayers by one section of this House, it may be desirable for us to adjourn a little earlier and a little longer at the luncheon interval than usual. Therefore, I propose to adjourn shortly before one o'clock. Whether that means that we shall have to sit later in the evening remains to be seen!

# THE RAILWAY BUDGET—LIST OF DEMANDS—*contd.*

## SECOND STAGE—*contd.*

### *Expenditure from Revenue—contd.*

#### DEMAND NO. 2—INSPECTION.

**Mr. President:** The House will now resume consideration of the Demands for Grants on Railways.

The question is:

“ That a sum not exceeding Rs. 1,14,000 be granted to the Governor General in Council to defray the charge which will come in course of payment during the year ending the 31st day of March, 1926, in respect of ‘ Inspection ’.”

#### DUTIES OF GOVERNMENT INSPECTORS.

**Mr. B. Venkatapatiraju** (Ganjam *cum* Vizagapatam: Non-Muhammadan Rural): Sir, I move:

“ That the Demand under the head ‘ Inspection ’ be reduced by Rs. 20,000.”

I may at the outset say, Sir, that I wanted to raise this question, first because I was under the mistaken impression that the Government Inspectors have only business to do with the railway lines managed by Companies. I learned from Mr. Hindley that they have to inspect State lines as well, and therefore it matters very little to them whether the railway lines of the East Indian Railway or the Great Indian Peninsula Railway are under Company management or under direct State management. Therefore, we must have Government Inspectors as before. But with reference to the Government Inspectors I do not understand how the Acworth Committee's Report was disposed of either by the Government or by the Railway Board in connection with the distribution of these Inspectors, because they themselves suggest at page 42:

“ At the present moment there are eight different Circles in India, each with an Engineering Inspector who is required to make a minute inspection of every mile of railway in his Circle every year. We cannot believe that this amount of inspection is necessary, and we recommend therefore that economy be effected by reducing the Engineers' circles to three, *viz.*, the three divisions for which Commissioners will be appointed. It may, however, be necessary in one or more of the divisions to appoint in addition an Assistant Engineering Inspector.”

I understand that not only have we eight Inspectors but there are additional Assistant Inspectors. They go on to say:

“ The money saving effected can be utilised for the appointment in each of the divisions of an Inspector of Traffic who will work under the Commissioner of the division. Such Inspectors are more especially needed at the present time.”

I want to know how far their recommendations were given effect to and why when saving can be effected in this direction whether it is possible to effect any saving at all. From what I learned from the evidence given before that Committee by the Secretary of the Madras Government P. W. and Railway Branch, who is also now Government Inspector, he definitely stated the duties of the Government Inspectors, how far they are able to be carried out either by the companies or otherwise and how far their reports were given effect to even by the Board. One of the main considerations he points out is that these

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Inspectors are appointed in order to find out whether the public convenience is attended to by all the railways, whether there was any overcrowding, whether there were any accidents, and if so who were responsible for it, whether there were any fresh feeder lines, can be stated with reference to each circle. And in his evidence, you will notice that he condemned Company management to such an extent as any Indian politician would do and even quoted the authority of the Madras Government in support of his view. He stated that the Companies who are managing the railway lines are managing them in their own interest and he states further that they do not care for the public interest at all. Such a pronouncement from an Englishman, backed up by such a Government, requires serious notice. And they also stated that the large amount which ought to be spent in the Madras Presidency was not done at all because neither the Companies favoured it nor, being a far-off benighted province, did the Railway Board take it into consideration. Now I ask whether full work is being taken by the Government from these Inspectors instead of asking them whether they have inspected every foot of the railway line on the main lines. The Acworth Committee suggested that this was unnecessary. There are only two departments which are in actual touch with the public as well as with the administration. They are the Audit Office in order to point out the defects in the finances and the Inspectors to point out other defects. We sometimes notice these Auditors' reports in the Advisory Board, but I have never come across the reports which the several Inspectors may from time to time make to the Board. I understand they make six monthly reports, though not monthly reports. Why should these not be placed before the Advisory Board? It is true that they are treated as confidential. It may not be published in the newspapers. But unless you take the Advisory Board into your confidence, unless you tell us what our Inspectors who supervise these lines managed by Companies have said and what defects they have pointed out for redress, I do not understand how the Advisory Board can do useful work. Supposing an Inspector reports that there are certain defects that he has pointed out on many an occasion that there is overcrowding and that no steps are taken to remedy it, if that report was placed before the Advisory Board, the Advisory Board can with authority ask the Railway Board what steps were taken. But if you keep all these reports sent in by Government Inspectors confidential, I do not think that the Railway Advisory Board can be of much service, either to the Railway Board or to the public. Therefore, one of my questions in connection with these Inspectors is whether they are making any reports, and if so, whether they will be placed before the Railway Advisory Board. We know that formerly there were 7 circles. Now they have 8 circles. It was also suggested by the Acworth Committee whether it is possible to reduce expenditure in any direction. For my part, I am not advocating any false economy. If it is absolutely necessary for efficient service, you can have not only 8 circles but you can have 12 circles. I do not mind it. What I want to know is whether you are taking full work from these Inspectors and Assistant Inspectors whom you are employing, whether they are making reports with reference to branch and feeder and other lines and with regard to the inconveniences felt by passengers, and if they are reporting, whether their reports can be placed at least before the Advisory Board. Perhaps Sir Charles Innes will say that they are in

the Library. At least I have not seen any Inspector's report in the Library. Therefore, Sir, I want a full and frank expression of opinion from the Government why they want to condemn the recommendations of the Acworth Committee so far as this matter is concerned, and what steps they have taken in the matter of improving them. I may say that under the contracts entered into with the various companies Government have a statutory duty to do various things, to see that these Inspectors are carrying out their duties fully and fairly so that we may not lose any money which we are entitled to, and to see that the lines are kept in proper repair and that every other facility is provided. I expect an answer from the Government on these points, Sir.

**Mr. President:** Reduction moved:

"That the Demand under the head 'Inspection' be reduced by Rs. 20,000."

**Mr. C. D. M. Hindley** (Chief Commissioner, Railways): Sir, I find it a little difficult to understand why the Honourable Member has put his name down to this extensive cut of Rs. 20,000 in our provision for Government Inspectors. If he had intended to ask the House to censure us for not in practice carrying out the duties of Government Inspectors or if he had intended merely to ask for information, he might very well have put down a nominal cut of Rs. 100. If that is the Honourable Member's intention, it would simplify what I have to say. Do I take it that the Honourable Member is prepared to reduce his proposed cut to Rs. 100?

**Mr. B. Venkatapatiraju:** Yes, Sir.

**Mr. C. D. M. Hindley:** I would ask you, Sir, to take note of the fact that the amendment has been changed from a cut of Rs. 20,000 to a cut of Rs. 100. May I take it that that is the amendment before the House? That simplifies my task because I was about to explain what the cut of Rs. 20,000 would mean. I take it, then, Sir, that Mr. Venkatapatiraju's intention is to ask for information about the duties of Government Inspectors, and I should like to explain that Government Inspectors are appointed as statutory officers under the Indian Railways Act. The duties of these Inspectors of Railways are laid down in section 4 of that Act and they are as follows:

"(a) to inspect railways with a view to determine whether they are fit to be opened for the public carriage of passengers, and to report thereon to the Governor General in Council as required by this Act;

(b) to make such periodical or other inspections of any railway or of any rolling-stock used thereon as the Governor General in Council may direct;

(c) to make inquiry under this Act into the cause of any accident on a railway; and

(d) to perform such other duties as are imposed on him by this Act, or any other enactment for the time being in force relating to railways."

There are also in the body of the Indian Railways Act other statutory provisions which relate to further duties required of the Government Inspector.

I do not think it is necessary for me to argue at any length as to the necessity for our having an adequate staff of Inspectors to take charge particularly of the matter of public safety. It must be obvious, and I think it is obvious, to the Honourable Member who moved this amendment, that in the case of any corporation or company working a railway it is necessary for the Government to see that throughout the whole of its operations it is complying with the provisions of the Railways Act in

[Mr. C. D. M. Hindley.]

respect of public safety. Exactly similar conditions apply in regard to the State-managed railways. We hold, and I think this House will agree with us, that where any one, be he an officer of the Government or an officer of a company, is carrying out works which are designed to carry passengers,—either rolling-stock, permanent way, bridges, stations, interlocking or anything of that kind, which is connected closely with the safe working of the trains,—or where any one is, making alterations to existing works, it is essential that we who have the final responsibility for the safety of the travelling public should have our own officer to watch that work and to see that our requirements are properly carried out. I do not think it needs very much argument to see that that is essential. I would ask Honourable Members to bear in mind that at the present moment we are engaged in a very large number of new works all over the railways in India affecting the question of the running of trains. We are not only building new stations and doubling sections of the line connected with all these works, but there are alterations to the running lines over which trains run, to signalling, to interlocking and to various other technical equipment connected with the running of trains, and it is essential that at this time we should have an adequate staff of Inspectors to watch those works. It is perhaps more essential when you are making changes in regard to technical equipment to have your watch-dog there to see that the provisions required for public safety are adhered to.

Then, the next point is, whether our present staff of Inspectors is too large or too small, and here I will deal with the Honourable Member's remarks regarding the Acworth Committee's recommendations. It is perfectly true—I think the Honourable Member has read the extract from the Acworth Committee's report—that the Committee recommended a reduction in the number of circles. Well, we have at present eight circles in all, 7 in India and one in Burma. Circle No. 1, in charge of the Government Inspector at Calcutta, who has general charge of the East Indian Railway and the Bengal Nagpur Railway, has a total mileage of 9,146. Circle No. 2, which embraces the Eastern Bengal Railway and the Assam Bengal Railway, has a total mileage of 4,649. The subsidiary Circle, which we call the 8th Circle or 2 (a) covers the Burma Railways and has a total mileage of 2,239. This is held by a junior officer. No. 3 Circle, in charge of the Government Inspector at Lucknow, covers the Bengal and North-Western Railway and the Oudh and Rohilkhand Railway and has a total mileage of 5,243. No. 4 Circle at Lahore—the Senior Government Inspector has in his charge the whole of the North Western Railway system and certain subsidiary lines, with a total mileage of 8,504. Circle No. 5, Bombay, has the Bombay, Baroda and Central India Railway and various railways in the Indian States in its charge with a total mileage of 8,018. Circle No. 6 in Bombay has charge of the Great Indian Peninsula Railway and His Exalted Highness the Nizam's State Railway with a total mileage of 6,856. Circle No. 7, in charge of the Senior Government Inspector stationed at Madras, covers the Madras and Southern Mahratta Railway and the South Indian Railway with a total mileage of 6,194.

Now, Sir, the Acworth Committee's recommendation was that we should reduce those eight circles to three. That would mean that we should have to very largely increase the mileage over which these officers carried out their duties. I had to consider what should be done with

this recommendation when I first took office, and my first impression of the matter was that by reducing the actual annual inspection to possibly biennial inspection, that is to say, by reducing the mileage over which the Inspector is to travel per year, we might be able to make some reduction. I foresaw, however, certain dangers and I held a conference of the Government Inspectors in order to ascertain how that would affect their work and their duties. The information which I received at that conference gave me reason to pause and I have still not come to a final conclusion on the matter whether it is possible to reduce the number of officers or not. The considerations which weigh with us in this matter are whether at this particular time, as I have already said before, when we are undertaking a very large programme of improvement and rehabilitation, it will be wise to reduce in any way this supervision in the direction of public safety. At the moment I do not feel justified in making a recommendation to Government that the number of Inspectors should be seriously reduced. We may come to a different decision, but I must ask for more time and I do not think that this House would at the moment like to come to a decision definitely in favour of reducing the amount of inspection. I refer briefly to one sentence in the Acworth Committee's report where they said that the Inspector was required to inspect every foot of the track under his charge once a year. That is a broad general statement, but it is not strictly true in the literal sense that the officer in question examines every foot of the track. It would be obviously impossible for any one to examine every foot of the 9,000 miles of track in the course of the year. What the Acworth Committee intended to say was that under our standing orders the Government Inspector was required to make every year a complete inspection journey over the whole system under his charge. That is usually done at the same time as the annual inspection carried out by the Agent and the senior officers of the line of their system. The Government Inspector travels with them and it may be perfectly correct to say that he does see almost every foot of the lines, but it cannot be considered to be a meticulous examination of every foot of the permanent way, as of course, is required to be done by the engineers in charge of the permanent way. As the result of those annual inspections we receive yearly reports from the Government Inspectors on technical matters which come to their notice in the course of their inspection, and we attribute very great value to the fact that we are able to place one of our officers with the senior officers of the Railway when they are making their annual inspection. The technical matters which crop up at the time of inspection can be discussed by him with the junior officers and subordinates who are in charge of the work, and he can form his own opinion of the work as it is being done. That is one of the reasons which weighed with me in bringing the matter to a point of uncertainty as to whether we could reduce the number of Inspectors. Those reports which we receive are very largely of a technical nature. They refer to all the cases of defective working of signals, points and crossings, permanent way and so forth, and they are extremely valuable documents to us from the technical point of view. Those reports are dealt with by the administrative officers who are responsible for the working of the Railways, and we consider finally their replies to the criticisms made by the Government Inspectors. Now, Sir, I would submit that those documents are of a highly technical nature and would not be of very great value to the Central Advisory Council if we did place them at their disposal. There is nothing to hide in them and



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I would have no objection to any Member of the Council seeing them. But where matters of a highly technical nature are possibly under prolonged discussion and dispute between the Government Inspector and the railway administration or between us and the railway administration, there is no particular object in the Central Advisory Council dealing with those matters which are, as I say, of a highly technical nature.

The other subjects which the Honourable Member referred to were such matters as the public convenience, overcrowding, accidents, and so on.

I will take first the question of accidents, though here I am on somewhat difficult ground because I see that a further motion has been put on the paper asking the House to censure us in regard to accidents and safety of the public. So I do not want to go greatly into the matter of accidents if that is coming up later. It occurred to me that there were possibly two schools of thought among the Members of the Assembly, one who wished us to reduce our inspection because they thought we were overgoing the consideration we pay to the matter of public safety, and the other who think that we are not doing sufficient inspection. I do not know which will prevail; perhaps the voting will show.

With regard to accidents, I may say that this subject forms one of the important duties of Government Inspectors. We revised our rules regarding inquiries into accidents about 18 months ago and we have laid further obligations on Government Inspectors to inquire into accidents of a certain nature. The Government Inspector was in fact given discretion to hold an inquiry himself into any accident which he considered to be of sufficient importance. Ordinarily accidents of a minor nature are inquired into and reported on by the officers of the railway who are responsible for the particular locality. It is laid as an obligation on Government Inspectors to hold inquiries where they consider the importance of the accidents makes it advisable to do so. It would be impossible for Government Inspectors to hold inquiries into every accident unless we had a very much larger staff.

Regarding matters of public convenience and overcrowding and so on, we have from time to time issued special orders to Government Inspectors either in the direction of making special investigations for us or of watching generally in the course of their inspections such matters. In one particular case Government Inspectors were called upon to make a special investigation into the conditions of third class passengers. The results of their investigations and their reports, together with information regarding the action taken by them, have now been placed in the Library and we shall follow that practice wherever we instruct Government Inspectors to make special investigations into matters affecting the travelling public. The Government Inspectors have general orders to watch in the course of their inspections matters affecting the convenience of third class passengers. It is open to them at any time to make special reports to us, but they do, at the time of their annual inspection reports, make remarks on which the railway administrations take action or on which we insist upon action being taken. That, I think, meets the various points which the Honourable Member has raised, and I do not think I can go further into the subject. The House may not perhaps wish me to go into it but I would like to draw the attention of the House to the fact that if this

vote of censure is passed, it would imply that we have an overheavy staff of Inspectors. Personally, I am not prepared to admit that, and I could not fulfil my responsibility with regard to the safety of the travelling public if the number of Inspectors were at this time seriously reduced.

**Mr. President:** I understand the Honourable Member moved for a reduction of the higher figure of Rs. 20,000.

**Mr. B. Venkatapatiraju:** I want to reduce it by Rs. 100.

**Mr. President:** The House is aware that I put the original motion for a reduction of Rs. 20,000 as it stood on the paper. I think the Honourable Member had better withdraw his motion and I will call upon Mr. Duraiswami Aiyangar to move his motion for reduction by a lower figure.

The amendment was, by leave of the Assembly, withdrawn.

#### ACCIDENTS ON RAILWAYS.

**Mr. C. Duraiswami Aiyangar** (Madras ceded Districts and Chittoor Non-Muhammadan Rural): I rise to move my amendment that the Demand under this head be reduced by Rs. 100.

With reference to the observations of the Honourable Mr. Hindley regarding the necessity for the inspecting staff personally I do not see my way to differ, but at any rate I cannot but express the opinion that, as in all other cases so here, the administration is very expensive. If my information is correct, the inspecting staff in England consists only of a Chief Inspector on £1,400, two Inspecting officers on £750 to £1,000, an Assistant Railway Inspector on £500 to 700, and an officer for the light railways on £700. The entire expenditure for a large amount of mileage in England comes to about Rs. 72,000, whereas here we spend Rs. 2,50,000.

**Mr. K. Ahmed:** You have no idea of England.

**Mr. C. Duraiswami Aiyangar:** I have got an intense idea of England by virtue of what I see of the administration here. I have got a picture of it here in this country. Sir, so far as these Inspectors are concerned, I see, or to be more accurate I hear of, these Inspectors for the first time only in the Budget. I wish the Government Members had supplied us with photographs of these Inspectors so that we may be in search of them during our travel, if we ever come across an Inspector. I am a frequent traveller in the railway trains and yet I have not yet come across an Inspector. I daresay he is supplied with a saloon. I have no objection to a saloon for him but I wish very much that the saloon is not fitted with bug-proof chairs. The only idea that we get of any inspecting officer when travelling in a train is when we find lights burning, water in the closet, station masters and staff cleanly dressed and running about in a busy manner to the tail-end of the train. It is only then that we find an indication that some inspecting officer is in a saloon. I have not come across any inspecting officer inquiring either of the first class passenger or the second class passenger, or much less the third class passenger as to his conveniences or inconveniences. If only an inspecting officer had ever travelled on the metre gauge line of the Madras and Southern Mahratta Railway, that line would not be in the state in which it is. If

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only you take your bed on the metre gauge railway in the second class or first class even, I am not sure that you will find yourself on the bed by the time you reach the next station. You will be on the floor of it. That is the kind of rocking carriages we have got there. Now as regards the conveniences of passengers, apart from the question of seating arrangements. We have got a through line from Gudur up to Villupuram partly managed by the Madras and Southern Mahratta Railway and partly by the South Indian Railway, and yet while the line runs right through from Villupuram to Gudur we have to break our journey at Katpadi, sit up there during nights, lie down on the platforms with children. Of late they have been pleased to give us only one through train, and those who travel by other trains must necessarily halt for hours and hours together at Katpadi. If only an Inspector had been travelling on that line he would not have taken the shuttle service between Katpadi and Chittoor, Katpadi and Pakala, for he would have to wait for several hours together to catch the next train.

Sir, so far as accidents are concerned, I need not say much. If you only compare the figures you will find that taking the figures of 1922 in England there were 78 passengers killed and in India 636 passengers. Amongst servants 207 were killed in England and 455 in India; amongst other persons 376 there and 2,058 here. Is that the remedying of accidents? Now, Sir, it is lucky for the Railway Administration here that people who meet with accidents in India do not go in for suits for tort-compensation and damages. If this were the case in England, the railways would have had to pay heavily for accidents. I may mention one notable instance of suing for damages in this country. That was in Bombay. That was the case in which the railway train was taken off the platform and a passenger had to get down without lights. He got down in the dark and broke his knees. The Bombay High Court on the original side gave him heavy damages, but the Appellate side took an extraordinary view of the matter and sympathising with the railway company they wanted to see if they could get rid of that compensation. They asked the Government astronomer to fix a date having the same kind of planetary combination, the same kind of light, the same kind of sky circumstances and on a day so fixed the High Court Judges went there for inspection and found there was light enough to see and that there was no difficulty there in getting down. And the Madras Law Journal put a query as to why they

12 Noon. did not try a further experiment—that of falling from the train and breaking their legs to see what compensation should be paid to them. The Privy Council set aside the finding of the Bombay High Court and gave a decree for damages. In the Mangapatam disaster the railway escaped very cheap and they have done so in the case of several accidents. If only the Indian passengers would try or attempt to teach a lesson to the railway companies on one or two occasions, I think that would be the surest method of putting a stop to these accidents, as no number of rules and other things can which you are trying to invent. I wish they would give such opportunities to us and we will teach them how to treat railway companies. But accidents apart, I do not know under what head to put the Malabar wagon tragedy. My friends rightly remind me of it, but I do not myself know under what head to put it. Is it an accident? Is it a wilful negligence? Is it culpable negligence or is the railway company engaging in the preservation of law and order in the country by getting rid of persons who disturb law and order? Sir, the Malabar wagon

tragedy is a case which is unparalleled and you cannot speak in the same breath of even the Black Hole of Calcutta which you make so much of in all your histories. In the Moplah wagon tragedy a number of Moplahs were huddled together in a closed wagon without air to breathe, without water to drink, conditions which soon killed them off. Are these the accidents you are preventing? Sir, we do not for one moment grudge 8 Inspectors or 16 Inspectors, provided you take care that these Inspectors really do their duty, really protect the people, really come in contact with the passengers of not only the first and second class but third class passengers as well, and look to their convenience. Sir, the way in which the railway does its work in the Presidency, on the metre gauge lines particularly, —the delays at stations, the speed—you would yourself be shocked at it. I think it is not even an economy for the railway company to keep an engine working for such a long time for nothing else than to change the officials and in fact the speed with which the train goes from Pakala to Madanapalli. I can illustrate by an incident or story.

**Mr. O. D. M. Hindley:** I think the Honourable Member is out of order in referring to matters of this kind. He is primarily dealing with accidents.

**Mr. O. Duraiswami Aiyangar:** I was given to understand, Sir, from the Chair that I need not move about these separately and that I could bring in all these things under Mr. Raju's amendment. That was the understanding.

**Mr. President:** It would have been more convenient if Mr. Raju had made his motion, but unfortunately he did not do so. But I am prepared to allow this to cover the whole field of inspection; but whether inspection has anything to do with the grievances of third class passengers or not I do not know.

**Pandit Shamlal Nehru:** May I inquire if a non-member is entitled to raise a point of order?

**Mr. President:** To whom is the Honourable Member referring?

**Pandit Shamlal Nehru:** I am sorry, Sir, I am just informed that he is a Member.

**Mr. O. Duraiswami Aiyangar:** Sir, I thought the Honourable Mr. Hindley himself said that it was one of the duties of Inspectors to look after the convenience of third class passengers.

**Mr. President:** Whether it is one of the duties of Inspectors to do so or not, is a matter which will come up in another form. I think the Honourable Member better confine himself to the work of the Inspectors proper, with particular reference to accidents.

**Mr. O. Duraiswami Aiyangar:** I have only a word of explanation to make and I will not say anything more. Before you, Sir, wanted the House to permit the withdrawal of the motion made by Mr. Venkatapatiraju I wanted to rise and say I would move the amendment of a reduction of Rs. 100 instead of Rs. 20,000 myself, but as it was suddenly withdrawn I could not help it. I have nothing more to say.

**Mr. President:** The motion before the House is:

\* "That the Demand under the head 'Inspection' be reduced by Rs. 100."

**Mr. E. F. Sykes** (Bombay: European): Sir, I understand that by the alteration in the form of the first amendment all the amendments for the reduction of Rs. 100 come under discussion at the same time. There is one small matter I would like to deal with in regard to these associated motions, one of which stands in my name. They are motions of censure. When the House accepted the proposal of Sir Campbell Rhodes that we should attach to the motions we proposed to move some indication of the line we proposed to take, I put down an indication that the motion was made for the purpose of eliciting information from the Government, and not for expressing censure on them. If the occasion arose, like any other Member, I should be prepared to move a vote of censure on the Government. In this particular case it is impossible to move a vote of censure because there is no information on which to do it, and my whole purpose was to elicit from the Government a statement of their policy in this important matter. I hope I have made it quite clear that I am not associated with these other motions of censure. I am purely asking for information, and I think perhaps it would be convenient if it were indicated on the paper whether that was the case.

**Mr. President:** The Honourable Member has not quite understood. A motion for reduction when moved is not a vote of censure until it is supported by a vote in the lobby.

**Mr. C. D. M. Hindley:** Perhaps I have misled the Honourable Member owing to something I said just now. What I said was that if this motion is carried, I should feel it was a vote of censure, and that I think is a correct interpretation.

**Mr. E. F. Sykes:** Well, Sir, to come to the motion that stands in my name. We have all heard of the accident which occurred at Harappa owing to two trains, each in possession of written permission to do so entering on a single section. There have been for many years instruments whose purpose it is to prevent by mechanical means such a thing happening, to give this permission by means of a token, of which only one could be obtained under normal conditions out of the instruments at the same time. Well, Sir, these mechanical contrivances do not always come up to expectations and some of us know some of their early history. But invention in these matters moves rather rapidly, and unless one is actually concerned with the use of such instruments one is not likely to be very well informed about them. Now it appears that no instruments of this kind were used on the section in question, though I am not certain about it, I believe that is the case. The sort of information I think the House would like to hear from Government is whether they think there are in existence instruments suitable for the purpose, whether and to what extent they are in use at the present time in the country, and whether there are any special reasons why, if that is the case, they could not be used in the section on which this accident occurred. I think that is all I have to say on the matter. I now move the motion that stands in my name:

“ That the Demand under the head ‘ Inspection ’ be reduced by Rs. 100.”

**Mr. C. D. M. Hindley:** Sir, I will deal first with the point raised by Mr. Sykes. The regrettable accident at Harappa was, as Mr. Sykes has stated, due to two trains entering the same section in opposite directions. It was inquired into immediately by the Senior Government Inspector and his report has been received by us. As Honourable Members will know,

this accident has formed the subject of a case in court which has only just been concluded. It has therefore been *sub judice*, and we have thought it fit not to publish this report until the case was settled in court. I am not quite certain whether the station master who has been convicted is making an appeal. We shall perhaps have to consider whether the matter is still *sub judice*; but I can proceed at once to the general question of working conditions on this particular section. This single line section was being worked at the time of the accident under what is known as the Morse line-clear system. Now Mr. Sykes is perfectly correct in suggesting that there are instruments which can be used to supersede this method of working and make it possible to adopt a mechanical device so that a token or tablet can be given to the train entering the section and no other token or tablet for authority to proceed can be issued at the same time to that section. That system is in force over a very large mileage of Indian railways. It became necessary to introduce it primarily in order to quicken up work on busy sections because the telegraphing and the writing down of line-clear messages under the strict rules which are always enforced under such conditions became a very laborious and lengthy process in the case of dense traffic. That was the primary reason why these instruments were introduced. They have been extended and they are being extended as far as we can over all the busy single-line sections. The replacement of these written line-clears by token instruments was commenced on the North Western Railway some years ago and they installed over a portion of the system a certain type of token instrument. This particular type proved defective in actual practice and its use had to be discontinued, and as a result on many of the sections the North Western Railway administration have reverted to the original procedure of written line-clears.

There is some room for argument as to the desirability of extending such mechanical appliances indefinitely; that is to say, you can devise and you can go on devising mechanical appliances which will almost entirely eliminate the human element in dealing with train working. It would not be impossible to so tie up your traffic with mechanical devices that the human element was reduced to practically nothing more than pressing a button. Now it is very interesting to remember that in actual history, as we have improved mechanical devices of this kind not only in regard to train working but in regard to interlocking and so on, as we have steadily improved them, there has been to some extent a falling off in the sense of responsibility of the man who has to use these things. It is a very interesting psychological point and it has other much larger implications, but it is a fact that if you give a man more and more mechanical contrivances to do his work, he tends to become less careful of his real responsibilities, and therefore I say quite clearly that there is room for argument as to how far it is advantageous to extend such mechanical appliances to the working of trains except over very busy sections. Therefore it was perfectly consistent with the rules for safe working for the North Western Railway to maintain over this section the written line-clear system. I may say that the written line-clear system has no inherent disadvantages, if the man who is responsible for it is alive to his duties and understands his responsibilities. He has perfectly clearly before him what he has to do when he is giving a message or receiving a message and when he is giving orders to a train to proceed; the rules are absolutely rigid, and the man should not, if he has a sense of responsibility, go wrong. I fully admit the advantage of reducing the possibility of human error in these matters to the lowest possible limit, but I say we have to be careful not to make the matter

[Mr. C. D. M. Hindley.]

so easy to the man who has to operate the system that he becomes careless. There is a case in point to which I will refer, if I am not wearying the House, which I remember perfectly well when we introduced a certain system of interlocking. We formerly had a system by which when a train was entering a station, a key was sent out in the hand of the pointsman to the points—a key of a particular pattern which he had to use on the points for an incoming train and then he had to bring back to the station master a token which he was able to extract from the points in order to show the station master that he had done his work. The station master then gave orders for the signals to be lowered and the train came in. We abolished that system on one portion of the line by bringing the whole of these operations into a lever frame in front of the station master's office so that the station master did not need to go out and see whether the pointsman did his work and he did not need to see that he had the right token in his hands before he lowered the signals because they were so interlocked that without that particular piece of metal the signals could not be lowered. Now what was the result of that? The result was that the station master sat in his office, he never went out of the platform, and discipline was definitely lowered in the matter of train working. That, Sir, is just an instance of how you may reduce the sense of responsibility in a man by giving him excessive mechanical appliances to work with.

On the North Western Railway orders have been issued to instal an approved type of token instrument as fast as circumstances will permit on the single-line sections, and in so far as we can secure safety by that means, it will be secured. I think that possibly gives Mr. Sykes and other Honourable Members all the information that was desired.

Now, Sir, I would just refer briefly to Mr. Duraiswami Aiyangar's speech. He has compared the cost of our inspection with the cost of inspection performed by Government in Great Britain. I know nothing about those figures because I have not got them with me, but I would submit that such a comparison is entirely erroneous. The Honourable gentleman has himself said that he knew nothing about England or English conditions. How therefore can he ask this House to say that we are spending too much or too little as compared with the amount spent on inspection of railways in England? (Mr. C. Duraiswami Aiyangar: "I have compared the mileages"). I do not think the Honourable Member could reduce the problem to a question of mileage, to a figure per mile. If he did so, I would inquire from him, knowing nothing about English conditions, how he could say that the amount of inspection required per mile was the same in England as it is out here. I am not prepared to admit that the two figures bear any relation to one another whatever. Now, Sir, Mr. Duraiswami Aiyangar said that he heard of these Inspectors for the first time through the Budget. Well, I am very glad to feel that our Budget has given the Honourable Member this welcome information. It is quite obvious that he has never read the Indian Railways Act nor any of our Administration Reports, and he comes here as a critic of our administration!

**Pandit Sham Lal Nehru:** I just want a little information, Sir. The Honourable Member will remember that in Simla I referred to the subject of appliances.

**Mr. C. D. M. Hindley:** May I proceed, Sir, with my speech. Mr. Duraiswami Aiyangar says that he has never heard of or seen a Govern-

ment Inspector. Now I think it is rather satisfactory that the Government Inspector does his work in a quiet and businesslike way. He does not come and call on Mr. Duraiswami Aiyangar when he goes round the railways in South India. He does not advertise the fact that he is there, he does not go about displaying flags: he goes about his work quietly. And what is the result of his work? The result of his work is that Mr. Duraiswami Aiyangar and other Members of this House and other members of the public can travel safely. They do not admit that they travel comfortably: they will admit that they travel safely. I do not suppose that there are any Honourable Members of this House who have actually been injured while travelling on a railway. But I do not minimise for a moment the importance of keeping a close watch on the number of accidents which occur, and I do not further consider that the figures which we have published in our last report do show anything very serious in this matter. We deeply deplore any cases where passengers or others are injured or lose their lives. We cannot but feel sympathy with them and their relatives; but we do not show high figures in the matter of accidents in India. Our figures compare very favourably with those of any country in the world. If Honourable Members of this House are anxious with regard to the increases which have occurred in our figures as published in the report during the last two years, I would ask them to compare them again with the figures of the previous year and some further years prior to that. If they are still anxious, I would like to inform them that the risk of any passenger being killed in an accident to a train or the rolling-stock or the permanent way is less than one in 19 millions of people carried. The risk of people being injured is less than one in 3 millions; and this figure is exactly the same as the risk on English railways for last year, one in 3 millions.

**Mr. O. Duraiswami Aiyangar:** Can we compare in this respect? Is comparison between India and England in this respect justifiable?

**Mr. C. D. M. Hindley:** I was following the Honourable Member's somewhat questionable procedure. With regard to the risk, total risk of passengers being killed and injured through movement of vehicles on railways, the risk is in India 1 in 1-3/5th millions. Those are just broad figures. I do not wish to stress them very much, because we are fully alive to the necessity of keeping a watch on this question of accidents and reducing them as far as possible.

As regards the complaint which Mr. Duraiswami Aiyangar has voiced about the inconvenience to passengers travelling particularly by first and second class who do not like to sleep in the open, I would suggest to him and to other friends of his who have similar complaints to make those complaints to the Agents of the Railways and to get them voiced in the Local Advisory Committees which have been established on the Madras and Southern Mahratta Railway and on the South Indian Railway. He will tell me, "I do not know anything about these Committees and I do not know who they are and I do not know where to find them." Well, Sir, we have published a great deal of information about these Committees. I have no doubt that the Honourable Member has not read that, perhaps he will do so.

**Mr. O. Duraiswami Aiyangar:** May I make a personal explanation, Sir? I never meant that I was not aware of these institutions. I only meant to say that I never saw the Railway Inspector getting out of his saloon, and therefore I did not see him.



**Mr. C. D. M. Hindley:** If the Honourable Member particularly desires to see that inspiring spectacle of the Government Inspector getting out of his saloon, I think we might perhaps be able to arrange it for him when he gets back home. I do not think the Government Inspector would really have any objection to being seen by the Honourable Member. He is neither *purdah* nor do I think he has any caste prejudices. That, I think, Sir, is somewhat beside the point, because the people who are primarily responsible for the inconveniences of the travelling public are the railway administration. They are the people to whom the Honourable Member should go and he should get these complaints attended to. Let him not go through any of the one-man associations, where a single man calls himself the Secretary of a passengers association or society or something of that kind. Let him get into touch with one of his friends on the Advisory Committee of the Madras and Southern Mahratta Railway or of the South Indian Railway and ask him to put these matters to the Agent and tell him that in travelling from such and such place to such and such place he has to wait on the platform or he cannot have a comfortable carriage or that the carriage is unfortunately infected with non-paying passengers, which I am afraid is the case very much in South India. Now, Sir, these Advisory Committees do look into matters of this sort, because one of the members the other day told me that he and the other members of the Committee with the Agent had been run to see various works which the Railway was constructing and that the Committee itself was taking a very live and intelligent and valuable interest in the working of the Railway.

I would ask the Honourable Member not to lay these inconveniences at the door of the Government Inspector, for I assure him that he has his hands absolutely full with matters of public safety and he has only to be brought in cases of public convenience when a railway administration may be considered to be recalcitrant or when matters require special investigation.

I have omitted to mention one matter in connection with the Harappa accident which I rather expected Mr. Sykes to raise, which he did not raise, and it may be of interest to Honourable Members of this House. The Senior Government Inspector who inquired into this accident mentioned that remarks had been made with regard to the non-provision of electric head-lights on the two locomotives of these trains. It was felt a good deal by the public—and I think I have seen a great deal in the newspapers—that electric head-lights on the locomotives might perhaps have prevented or minimised the consequences of this serious accident. Well, Sir, there is no means of knowing definitely whether the provision of head-lights on the locomotives would have actually prevented or averted that accident. We do feel that there is a possibility that with head-lights there might have been some chance of saving such a terrible disaster. The matter is not quite so clear as would be thought at first, because there is the danger of locomotive head-lights getting mixed up with signals, and therefore causing difficulty to the drivers approaching a station. However, as many Honourable Members know, this matter has been under experiment for some time on various railways, and particularly on the railways which have a long stretch of single line, and we have now issued orders to all State railways that electric head-lights should be installed on the locomotives of mail trains and express and fast passenger trains, and we have given them a time-limit within which those head-lights

are to be installed. We have also brought the matter to the notice of the Company-managed Railways and we have asked them to take up a similar programme. We are not prepared at the moment to say that this is a necessary installation from the point of view of safety, because we think we should have some further experience with the difficulties which are undoubtedly attendant upon its general use: but we are about to instal it on all the mail trains and fast trains on the State railways. I think, Sir, I have dealt with all the points that have been raised on this amendment.

**Mr. C. Duraiswami Aiyangar:** Sir, I beg leave to withdraw my motion. I would have done it with still greater pleasure if the Honourable Mr. Hindley had assured me of some consideration for through trains and shuttle trains, about which I complained. However, Sir, I withdraw my motion.

**Sir P. S. Sivaswami Aiyer** (Madras: Nominated Non-official): Sir, I wish to make one suggestion to the Chief Commissioner. I have seen some of these reports of Railway Inspectors and I believe they do refer to matters like the overcrowding of trains and other things of that sort. Would it not be possible for the Inspectors of Railways to publish their tour programme beforehand and make themselves accessible to any members of the public who wish to make representations to them in regard to matters which may require inspection and which may deserve their attention.

**Mr. C. D. M. Hindley:** I will certainly consider that suggestion, Sir.

The motion was, by leave of the Assembly, withdrawn.

#### POLICY OF GOVERNMENT IN REGARD TO LEVEL CROSSINGS.

**Sir Campbell Rhodes** (Bengal: European): Sir, a small matter which I wish to raise under this heading is a matter of general policy but I should like in dealing with it to refer to one particular matter because it seems to illustrate in a marked way most of the points that I wish to bring out and it is also well known to the Chief Commissioner and myself. I mean what is known as the Jodhpur crossing on the Guria Hat road. I should like just to describe the situation to the Members of the House. This is a level crossing in the suburbs of Calcutta and the traffic on this road has grown very largely of recent years especially since the introduction of the motor car. The railway line carries all the produce from the north of India to the Kidderpore docks and all the coal to these wicked British trumps that we were discussing yesterday. On the south there is a very sharp double S turn and on the north the development of the property for building purposes is creeping close up to the line. There was a few years ago a very distressing accident at this crossing in which I believe 4 Indians were killed. The Railway Department have recently quadrupled the line. In this connection I am too much of a layman to know whether the cost of a bridge there would fall on the railway or on the local authority. But, in order to protect the lives of passengers, the Railway Board have to put up at a considerable expense, I presume, two gates and a signal box which, again, may or may not, I have no knowledge, be useful as a block signal cabin. The point I wish to make is this that, I think, the railway companies might exercise a little foresight in these matters; and where they see, especially in the large towns, development taking place, they ought to put up a bridge instead of incurring

[Sir Campbell Rhodes.]

the expense on the gates and signal box and straiten out dangerous curves like the one named, before there is such development of the local area as will make a bridge very costly or possibly impossible. I know of many cases in England where level crossings have remained too long and as a consequence they have had to remain permanently as it is impossible to construct the ramps necessary for a bridge. There is only one other point in this connection I wish to raise and that is that a railway line intersected by level crossings forming a circle round a town does greatly cramp the development of the city. I have raised this point, therefore, so that the extension of development and particularly of trams which is so desirable may not be prevented.

**Mr. President:** The question is:

“That the Demand under the head ‘Inspection’ be reduced by Re. 1.”

**Diwan Bahadur T. Rangachariar** (Madras City: Non-Muhammada: Urban): Sir, we have a similar complaint in Madras. Within the short distance of a mile and a half or two on the South Indian Railway we have, I believe, about 10 to 12 level crossings, crossings on the main roads connecting North Madras with South Madras. During the busy hours of the day, both morning and evening, the congestion of traffic is so great that for nearly half an hour at a time the traffic is held up and often times all these level crossings are closed some time before the train arrives and cannot be opened till some time elapses after the train has passed. It has been a great nuisance and the Corporation of Madras has been agitating over it. But it was a mistake to have allowed the railway to run through the city without the necessary provision being made previously and the South Indian Railway Company have been grossly neglecting their duties in that connection. The same is the case with the Madras and Southern Mahratta Railway also; on the other side there are numerous level crossings which can be safely avoided by either underground ways or overhead bridges. These things have to be provided for, and I hope the Railway Board will take early notice of these difficulties.

**Sir Gordon Fraser** (Madras: European): With reference to the remarks made by my Honourable friend Mr. Rangachariar, is it not a fact that in Madras there was considerable agitation over one overhead bridge which has since been built, and the result is that there is now an agitation on the part of the population of Madras that the level crossing gates should be reopened, as the people are very averse to climbing the bridge on the one side and going down on the other. They much prefer the old level crossing with all its disadvantages.

**Mr. H. G. Cocke** (Bombay: European): Sir, I do not like to be outdone by my Calcutta and Madras friends. We can also compete in the matter of level crossings. We have a very famous one at Dadar which crosses both lines running into Bombay and which very often takes one half an hour to cross, so much so that one prefers to go round some miles at the expense of considerable petrol. I am pleased to say that either the railway administration or the local authorities are responsible for having built a bridge which, I hope, will be opened very shortly. But there are other level crossings outside Bombay which are a great evil: and if the railway

administration can do anything to expedite the building of bridges, I am sure the Bombay public will be very grateful as they will be able to save considerable sums of money in petrol and tyre charges by not going long distances, which they have now to do, in order to avoid the level crossings.

**Khan Bahadur W. M. Hussanally** (Sind: Muhammadan Rural): This question of level crossings, Sir, is, I might almost say, a general grievance all over India, so that neither Diwan Bahadur Rangachariar nor Mr. Cocke nor Sir Campbell Rhodes has any right to appropriate this grievance to himself. I know, for instance, that Karachi had to fight with the Railway Board for the last 30 years in connection with an overbridge there, and the bridge has just now commenced and is now in the course of being made. There is another level crossing at Karachi also near the cantonment station which is a source of very great nuisance. Similarly, at Hyderabad and nearly all over the North Western Railway in the Sind section this inconvenience is keenly felt. But the difficulty with the construction of these bridges is that the Railway Board demand a contribution from the local authorities. The municipalities, being small bodies, cannot afford the very heavy amount which the Railway Department want to spend upon bridges of this kind. If that contribution were taken off, I think the advancement in the case of these bridges would be made much quicker and much sooner than hitherto. I hope the Chief Commissioner will take note of this and go on providing for a certain number of overhead bridges every year so as to afford convenience to the people.

**Colonel Sir Henry Stanyon** (United Provinces: European): Sir, there is one feature in connection with level crossings which has not yet been mentioned. I refer to a level crossing between two large towns in the United Provinces. I do not wish to specify more clearly where that level crossing is situated, but I myself was held up there once for 40 minutes with an enormous collection of country carts. On making inquiries as to what was the cause of delay, I ascertained—I give it for what it was worth, I do not know whether it was true or false—that the carts were detained until the gateman had received his fees for passing them through. (*Mr. K. Ahmed*: "What happens in Raisina here?").

**Mr. O. D. M. Hindley**: Sir, almost every large town in India has voiced this complaint with regard to level crossings. Now, I will admit that in many cases considerable inconvenience is caused to road passengers in crossing over railways. Sir Campbell Rhodes drew my special attention to a particular crossing which he said I knew of very well. I do know it very well because both he and I very frequently motored out over that level crossing on a Sunday morning to our club in the suburbs of Calcutta. I think that I have myself been held up in my motor for 5 minutes sometimes. It is a very serious matter. I think because Sir Campbell Rhodes was probably going to play golf. I was not going for that purpose because I am unfortunate in not being able to play golf. But it is of course a very serious matter when an Honourable Member of this House is held up for 5 minutes on a Sunday morning when he wishes to get out to play golf. Possibly, Sir, of all the cases of inconvenience at level crossings in India, Sir Campbell Rhodes has chosen the very worse instance. I can think of. I have seen cases where whole strings of carts, foot passengers, hand-carts and others have been held up, and I admit the inconvenience. This particular case of the Jodhpur level crossing does affect some of the inhabitants of Calcutta, but it is not, I submit,

[Mr. C. D. M. Hindley.]

a serious public inconvenience. I am quite prepared to admit that many other cases are. Now you will ask me why we permit these public inconveniences to continue, why when this House is good enough to sanction capital expenditure and revenue expenditure for railway improvements, do we permit such conditions to continue and the public to be put to these inconveniences? It no doubt seems to Honourable Members here, when we are spending for them large sums of money to improve our railways, that we might easily throw 10 lakhs here, 15 lakhs there, 20 lakhs somewhere else, to remove these public inconveniences of road passengers. Now to go back in history a little, these level crossings and the problems connected with them are not entirely matters for which we are responsible. The statutory obligation which is laid upon railways by the Railway Act extends to providing, at the time of construction, such accommodation works as the Local Government requires them to provide. This is not a matter where there is any difference between the railway company, or railways constructed and maintained by the State. All railways alike come under this provision. The obligation is to provide, at the expense of the railway construction, such public accommodation works across the railway as are considered, in agreement with the Local Government, to be necessary at the time of construction. And I think I am perfectly safe in saying that Local Governments' requirements in matters of this sort have always been acted upon, unless perhaps an agreement has been arrived at with them later. I should say first, that within 10 years of the opening of the line, the Local Government can ask the Government of India to insist upon further accommodation works being provided. After 10 years such works can only be provided if the Government of India enforce the expenditure on the railway. It becomes therefore a question for negotiation and agreement with the Local Government when any additional work or an extension to a work or accommodation is required; and here the Local Government itself has a very definite responsibility, and not only the Local Government, but local bodies and corporations. The Honourable Khan Bahadur Hussainally has said that one of the difficulties is that the Railway Board demand from local bodies contributions towards these works, where level crossings are to be replaced by overbridges. It is perfectly in order for the Railway Board or the Government of India to require that local authorities and local Governments should bear their fair share of the cost of putting up an overbridge in place of a level crossing. In most of these cases the necessity for converting the level crossing into an overbridge arises primarily from the fact that road traffic has increased since the time the railway was first constructed. The railway was perhaps constructed at a time when the road was nothing more than a narrow lane, and road traffic has increased to such an extent that a level crossing becomes a public inconvenience and should be replaced by an overbridge. But it is not the responsibility of the railway that road traffic has increased, and therefore it is not fair that the Railway Board should bear the whole cost of providing an overbridge. It may be said that cases arise where the necessity for an overbridge comes from the increased traffic on the railway itself. I admit that there are such cases, and in such cases the railways will bear their fair share, their larger share of the cost of the overbridge. We have had during the last two or three years many cases in which there have been long delays, negotiations and disputes with Local Governments and corporations and other local bodies regarding the incidence of cost of the

new works required, and this is the primary cause of the particular complaint which the Honourable the Deputy President has raised in connection with the level crossing in and around Madras. I took this matter up myself when I was last in Madras and I endeavoured, to the best of my ability, to get a move on and get some of these difficulties settled. We got to the point of establishing fairly clearly what the respective share of the different bodies concerned should be in the case of these overbridges. Although, as the Honourable the Deputy President said, the Corporation have been agitating for this for years, they have not yet found themselves in a position to contribute the necessary share to the cost of those bridges, and until they do so, I myself cannot for the moment see any clear way out of the difficulty. We shall take the matter up again. In fact we have it under correspondence with the Madras Government at the present time, and I certainly hope we shall be able to come to some kind of decision, because I agree fully that the present situation is unsatisfactory.

**Diwan Bahadur T. Rangachariar:** What is the proportion, may I know, that the Corporation has to bear?

**Mr. C. D. M. Hindley:** I am afraid I am not able to give the Honourable Member the figures he asks me for. As regards the other complaints, I think what I have said in a general way applies to most of them. I do not know the exact locality of the level crossing referred to by Sir Henry Stanyon, but that may possibly be another case in which there is a difficulty in coming to an agreement with the Local Government. As regards Karachi Mr. Hussanally has said that his grievance about the level crossing has already been removed by the building of a bridge. It did not seem therefore quite necessary for him to intervene although I was very interested to notice he said that he thought there were some other cases in the locality of Karachi. Now, Sir, on this question of level crossing generally, I think we should remember that it is not always in all civilized countries considered a necessity to lift the whole of your road traffic up over the railway and put it down on the other side. We have already been told that some of the inhabitants of Madras, where a bridge had already been constructed, had raised a considerable agitation against the fact that they were not allowed still to continue using the level crossing. There was another exactly similar case in another Presidency, and there, I am sorry to say, I think the Local Government were inclined to take the same view as the local inhabitants. In the United States of America where the mileage of railways is nearly ten times the mileage of railways in this country I believe there are practically no cases of overbridges of the same kind as we have here. It is a customary thing in that busy country to see trains crossing highways at high speeds and to meet them in the suburbs of cities going along the sides of the roads. People get accustomed to those things in the United States of America and it is perhaps possibly unfortunate that we in this country do not get accustomed to them but insist on having overbridges. That is just to illustrate the point that these are not always in all countries considered necessary that grade crossings as they are called or level crossings are a common feature of everyday life in such countries as the United States of America.

I hope I have disposed of the points which the Honourable Members who have spoken on this matter have raised.

**Mr. H. G. Cocks:** Will the Honourable Member kindly tell us in a case such as Bombay where owing to the electrification of railways it is necessary to put up a lot of overbridges, what the position of the railway companies as compared with the local bodies is in the matter of cost?

**Mr. O. D. M. Hindley:** In the case of Bombay we came to a special agreement with the Local Government in regard to cost. In all such cases it is ultimately necessary to come to some agreement, some arbitrary figure, in adjusting the incidence of cost. We have at times attempted to lay down rules clearly to divide the incidence but it is not possible to devise rules which will cover every case. It might be interesting to mention that we have arranged a definite procedure in this matter—that where there is a dispute between the local body and ourselves as to the real causes for the necessity of building an overbridge, that is to say, whether it was due to the railway traffic increasing or to the road traffic increasing, we have arranged that any such case which arises and forms the subject of dispute shall be specially investigated by one of our Senior Government Inspectors who is to report to us before the Governor General in Council decides what the incidence of cost shall be.

**Sir Campbell Rhodes:** Sir, I beg the permission of the House to withdraw my motion.

The motion was, by leave of the Assembly, withdrawn.

**Mr. President:** The question is:

“That a sum not exceeding Rs. 1,14,000 be granted to the Governor General in Council to defray the charge which will come in course of payment during the year ending the 31st day of March, 1926, in respect of ‘Inspection’.”

The motion was adopted.

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

The Assembly reassembled after Lunch at Fifteen Minutes Past Two of the Clock, Mr. President in the Chair.

#### DEMAND NO. 3.—AUDIT.

**Mr. President:** The question is:

“That a sum not exceeding Rs. 6,16,000 be granted to the Governor General in Council to defray the charge which will come in course of payment during the year ending the 31st day of March, 1926, in respect of ‘Audit’.”

#### SEPARATION OF AUDIT FROM ACCOUNTS.

**Mr. K. U. Neogy** (Decca Division: Non-Muhammadan Rural): Sir, I beg to move that the Demand under the head “Audit” be reduced by Rs. 100.

My intention in this motion is to discuss the question of the separation of audit from accounts. As the House is aware, there is a three-fold control over administrative expenditure in the Government of India, first, by the Finance Department which deals with sanctions of the various projects that come up before the Railway Department; second, the control of the Audit Department, and, third, the control exercised by this

House particularly through its Public Accounts Committee. So far as the financial control is concerned, it has been a matter of standing complaint with the Railway Department that this control was exercised in such a detailed manner that it was hampering the railway administration. So far as that is concerned, since the appointment of the Financial Commissioner for the Railway Department, the control which was so long exercised by the Finance Department from outside has been substituted by control exercised from within the Railway Department itself. And now, as my Honourable friend divides his allegiance between Sir Basil Blackett and Sir Charles Innes, it is up to Sir Charles Innes to placate him; and if he succeeds in that there need be no ruffle in the domestic peace of the Railway Department.

Now, coming to audit we find that the Auditor-General has got certain statutory functions with regard to the audit of the Government of India accounts generally. It is an accident no doubt that he not merely audits the accounts but is in charge of the compilation of accounts as well. That is to say, his officers carry on the compilation from day to day, and the audit is carried on hand in hand with the compilation of accounts. Now, Sir, the Auditor-General is independent of the Government of India under the present Government of India Act. He is responsible to the Secretary of State and in certain of his functions he is expected to assist this House as well. I find on reference to the statutory rules governing the relations of the Auditor-General in India with the Government of India and the Secretary of State that in certain matters, when he finds certain irregularities in the accounts, it is his duty to report to the Public Accounts Committee of this House. In this sense, Sir, if the authority of the Auditor-General is weakened in any way, it may mean the weakening of the authority of this House through the Public Accounts Committee over the spending departments of the Government of India. I know there is a good deal of difference of opinion as to whether the combination of accounts and audit makes for efficiency of work. I further am aware that Sir Basil Blackett is very much enamoured of separation. I am also aware that there are other authorities who ought to know who favour the continuance of the present system. And there is a Committee just now sitting under the chairmanship of Mr. Jukes to consider the question of the separation of accounts from audit in regard to all the various departments of the Government of India. Apart from that comprehensive question, which is being inquired into by that Committee, the Railway Department, I understand, is seriously considering the question of the separation of audit from accounts. It is no doubt true that the Acworth Committee made a unanimous recommendation to the effect that, so far as the Railway Department is concerned, its accounts should be separated from audit. It seems to me that the Acworth Committee intended to place the Agents of the various State Railways very much in the same position as the Agents in the Company Railways in regard to audit. That is to say, the Audit Department, instead of being independent of the administrative department and of the Agent, would be a Department subordinate to the Agent, and that, in addition to such domestic audit, the Auditor-General, in order to fulfil his statutory responsibilities, is expected to carry on what is known as test audit, which, as the term itself shows, cannot be such a comprehensive or of such a satisfactory character as the present system is considered to be. Sir, I know that, although the Honourable the Finance Member and some of the prominent members of his Department favour the separation of accounts and audit generally, there is a section in his



[Mr. K. C. Neogy.]

Department which is opposed to the proposed separation. If I am wrong I hope the Honourable the Finance Member will correct me. But, Sir, this is indeed a very serious matter. As I have already stated, the position of the Auditor-General should not be allowed to be affected in any manner by this House, because upon the authority of the Auditor-General in regard to railway expenditure, depends to a certain extent at least the authority of this House in regard thereto. Sir, I should very much like to know whether Sir Frederick Gauntlett, the present Auditor-General, has been consulted in regard to this scheme and, if so, what his opinion is.

Sir, I have another question to ask the Honourable Member in charge, and that is whether it is in the contemplation of Government to treat the Railway Department as what is known as an "excluded audit department," as defined in the rules relating to the Auditor-General. I may mention that the Army Department is treated as an excluded audit department, in the sense that the Auditor-General does not discharge the same functions with reference to the Army Department, as he does with reference to the other departments. If there is any such contemplation, I think this House should be taken into the confidence of Government before any definite action is taken. I happen to be a member of the Railway Finance Committee but that question has not been brought up before us. I am sure it is not the intention of the Honourable Member in charge to take any definite action in the work of separating audit from accounts without consulting the Railway Advisory Council, the Railway Finance Committee and also this House.

Sir, I move the motion.

**Mr. O. S. Ranga Iyer** (Rohilkund and Kumaon Division: Non-Muhamadan Rural): Sir, I have very great pleasure in supporting this motion. It is a matter of common knowledge that the Audit and the Accounts Department are so dove-tailed that you cannot separate the one from the other unless of course you are prepared for more expense. As for instance, Sir, if the Audit Department is to be separated from the Accounts Department under the Railways, if it is to come under the Railway Board, the Audit and Accounts Department will bodily come under the Railway Board. But under the Reform Act the power of the Accountant General has got to be maintained. Therefore, Sir, there will be a superimposition of another Audit Department. This will involve extra expense. This will involve extra staff. This will involve a new machinery. This means more of the tax-payer's money. Then, Sir, this new Department will not be so efficient because the separation will lead to lack of efficiency. Besides involving extra expense, the superimposed Department will be a kind of organised farce set up to satisfy what may be termed the quintessence of technicality. Sir, I look forward to the day when the Audit Department will be independent of the Executive (*The Honourable Sir Basil Blackett*: "Hear, hear"), for that is a department which ought to be independent, and when it will be responsible to this House. (*An Honourable Member*: "Hear, hear".) Sir, the Honourable the Finance Member seemed to approve of my suggestion that it should be independent of the Executive. I know, Sir, he is anxious to model many a Department on the English lines and I believe, Sir, he wants that every Department should have its Accounts Department also. I do not want to go further into this matter, because I

am an outsider. (*Voices*: "No".) I am an outsider in the sense that I am not a technical expert. However, I want to know whether it is a fact—I hope the Honourable Member opposite will answer this question—that the separation of audit and accounts has been ordered from the 1st of March, and if so, why has it not been shown here? In respect of one railway at least I understand, Sir, that the separation is contemplated from the 1st of March and the approximate expenses, I understand, will come to something like 4 to 6 lakhs. If that is so in the case of one railway, what must it be in the case of 13 railways? I want the Honourable Members opposite to answer this question, if they are prepared for so much extra expenditure, if they are prepared to impose such a burden on the tax-payer without consulting the tax-payers' representatives. Sir, this extra item of expenditure is not shown in the Budget. I want to know why it is not shown in the Budget, and why it is not shown under Audit, because it concerns it. Then, Sir, I want to put another fact before the Honourable Member opposite and I want an answer. Where a Company-managed railway could get on with one superimposed auditor, I understand that you are going to have 6 auditors for superimposed audit. Why this extra expenditure under State-management when in the Company-managed railway you could get on with one auditor? I understand that you are contemplating 6 auditors. If this is true—and I do not know whether you do not contemplate it; I believe you contemplate it—I want to know why you force this pure and simple extravagance on the tax-payer, why you are wasting the tax-payer's money. I am told that this experiment is for the time being to be concentrated on one railway. Even if you make an experiment of this kind for one railway, you must have the sanction of this House. There is no use saying that you will have the sanction of some Standing Committee because it is a matter which concerns the power of this House. Sir, I do not want to make a stronger speech than this, but I hope the Members opposite will realise the significance of the issues that are raised.

**Mr. N. M. Joshi**: Sir, I wish to emphasise the necessity of a thorough audit by the Auditor-General of all the Departments of the Government of India. Unfortunately, there are already some Departments like the Military Department in which the Government of India restrict the activity of the Auditor-General only to a test audit, and it is a dangerous sign of the times that the Government of India propose to restrict the activity of the Auditor-General to a test audit of the Railway Department also. In the case of the Company-managed railways the Auditor-General contents himself only with making a test audit of their accounts. The auditor of the Company-managed railways is, against all sound principles of auditing, under the control of the Agent. I hope that the Government of India will take steps to remove this anomaly from their auditing activities. If the auditor of the Company-managed railways is under the control of the Agent, to that extent the audit will not be an independent one and the Government should not be satisfied with merely having a test audit by the Auditor-General. They should insist that the Auditor-General should make a thorough audit of the Company-managed railways. I hope that Government will take every step to see that the Auditor-General makes a thorough audit of the accounts of the Railway Department and not restrict his activities only to a test audit.

**Mr. G. G. Sim** (Financial Commissioner, Railways): Sir, I am not quite certain from my Honourable friend Mr.

[Mr. G. G. Sim.]

Neogy's speech whether he wishes me to say that I am in favour of the Acworth Committee's recommendations on this point or not and whether a reply in the affirmative or in the negative would induce him to withdraw his motion. It was explained in the budget memorandum of last year, in the account relating to the reorganisation of the Railway Board, that this recommendation of the Acworth Committee was under the consideration of the Government on the suggestions put up by the Chief Commissioner. I think the House ought to bear in mind what exactly the recommendations of the Acworth Committee were. The Acworth Committee said:

"But the accounting staff controlling the Indian railways, from the Accountant-General (Railways) at Delhi down, in the case of the State-managed railways, to the latest joined clerk in a local office, are officials, not of the Railway Board, but of the Finance Department. No doubt these officials gradually get to see the railway point of view, but they must be guided by rules laid down by the Finance Department, framed largely in view of the requirements of the non-commercial departments of Government.

At present the railway accounts are very complicated; some portions are produced in different forms for the use respectively of the Railway and of the Finance Department."

Then they went on to explain the great difficulty they found themselves in getting any definite information from a commercial point of view and in reconciling different statements in the different compilations of the Government of India. They said:

"... if the whole matter were under the control of a single department, simplifications could be introduced which would not only make the accounts more intelligible, but result in considerable saving of expenditure. The Report of the Auditor-General would continue available as at present to secure the financial rectitude of the Railway Administration."

The definite form their recommendation took was this:

"We recommend that the Railway Department should be responsible for its own accounts. We do not exclude, of course, such independent and separate audit as the Government of India may think proper to make, on the same principle that obtains in any commercial company, where the shareholders appoint an outside firm of accountants to check and report on the books which are kept by the servants of the directors, the ordinary accounting staff."

Now, these proposals have been under the consideration of the Government since last year. They have been referred to the Auditor-General and discussed with him at considerable length. The opinion of the Government is, as at present advised, that the recommendations of the Acworth Committee should broadly speaking be accepted. The Acworth Committee did not propose in any way to do away with the powers of the Auditor-General, but the whole difficulty of the present system of administration is that you have got a staff responsible for preparing and maintaining the accounts of the different railways which are in no way subordinate to the officers responsible to this House for the financial working of the railways. Audit is a different matter. The first proposal made was that accounts should be entirely separated from audit. It is not quite clear from the Acworth Committee's report whether that is what they meant or not, but we find that it is impossible to entirely separate off the work of audit from the work of accounts. This is particularly so in connection with receipts. The work of classifying the receipts and seeing whether the proper fares or freights have been collected is work that can most economically be done at the same time as the audit by one staff. The amount of work involved is heavy and it would be very

very costly indeed to have this same set of papers dealt with by two different sets of officers. The present proposal is, and I think it is a proposal that gives general effect to the proposals of the Acworth Committee, that the whole audit and accounting staff should come under the railway administration but that the Auditor General should continue in the exercise of his functions to test audit the work of these officers. I cannot agree with Mr. Joshi that a test audit cannot be so effective as an audit of every item of the accounts of executive officers. The work of test auditing audit work already done by auditors under the Railway Board will be very much less than the work of the Audit Department in dealing with the papers in the first instance of the executive officers. However, the Government have come to no final decision in the matter. The question will have to be settled on the question of the cost, and the present position is this. The Auditor General, I may explain, is in entire agreement with the proposal I have set forth now and in order to see how the scheme will work out an officer has just been deputed by the Auditor General to work out what the cost would be of such an arrangement in connection with the amalgamation of the East Indian and the Oudh and Rohilkhand Railways. It would be impossible in any case to start this system of separation of the accounts and audit work simultaneously over the whole of the railway systems of India at once. It would be impossible to get the staff together in a day. The officer deputed is to work out the details in order that it may be known what exactly the cost will be. I have here a note that I had on my table giving an account of these proposals which I had intended should be discussed by the Standing Finance Committee at their next meeting, I hope sometime next month. The report of the officer in question, who will probably take two or three months to get it ready, will be placed before the Standing Finance Committee and no action will be taken in connection with this matter until the views of the Standing Finance Committee have been obtained. I do not think, Sir, that the question raised by Mr. Joshi has anything to do with this particular motion. His opinion was apparently that the auditors of the company lines were subordinate to the Agent.

**Mr. N. M. Joshi:** They are.

**Mr. G. G. Sim:** I do not know what authority the Honourable Member has for making that statement. The auditor on the company lines is appointed by the Board of Directors and reports independently to the Board of Directors. It is his business to look after the financial interests of the shareholders of the company just in the same way as it is the business of our Government Examiners to look after the interests of the taxpayer. I do not quite understand what exactly Mr. Joshi wants us to do in the matter.

**Mr. N. M. Joshi:** You cannot get away from the facts.

**Mr. G. G. Sim:** I have already given the facts.

**Mr. N. M. Joshi:** Let the Finance Member speak.

**Mr. G. G. Sim:** Very well, Sir, the Finance Member will perhaps oblige the Honourable Member. I do not know where Mr. Ranga Iyer got this information about a proposal to start this system on some railways in the beginning of March. (Mr. C. S. Ranga Iyer: "Is it or is it not a fact?") It is not a fact. There is no foundation for any such statement. There never has been any intention to do anything of the kind.

**Mr. Chaman Lall** (West Punjab: Non-Muhammadan): I am very glad to know from the Honourable Mr. Sim that there never has been any intention to do anything of the kind in relation to the separation of Audit and Account on the Railways. But we are very perturbed about this particular matter. Was there any intention to do anything, not next March but later on? Is it a fact that the Auditor General has been consulted in this matter? Is it a fact that he has given his definite opinion against the separation of the Audit and Accounts Department? These are the questions, Sir, which I would ask the Honourable the Finance Member to reply to. If it is true that the Government contemplate the separation of the Audit and Accounts Department in so far as it concerns railways, then we object to that. Our grounds for the objection are mainly two. One is that it would weaken the control of this House and weaken the control generally exercised by the Auditor General over the accounts of the railways; and the second is, that it would lead to unnecessary duplication of offices and unnecessary expense which naturally comes out of the pocket of the tax-payer. Here you have under section 14 of the Government of India Act the relationship of this House to the Auditor General laid down quite clearly. If you put forward your scheme, if you contemplate—I do not know if you do contemplate it—if however you ever might contemplate a scheme like that, then that control which is laid down by Statute will be weakened and the control not only of Auditor General but the control of this House will be weakened. You may perhaps present an analogy, namely, of railways run by companies. But it is a forced analogy, I suggest, because there the Directors are financially and personally interested in the financial running of the railways. Here you are a set of irresponsible gentlemen running railways; no doubt trying to run them to the best of your ability, to the best of your knowledge: doing it undoubtedly very competently; nevertheless you have not that impetus which company Directors have got because they are personally interested in the financial results of running railways. Therefore, Sir, I want a very clear answer. That answer must be either yes or no, whether you contemplate any such separation or not.

**Mr. H. G. Cocke:** Sir, the reason underlying the proposals of the Acworth Committee was obviously to get our railway accounts more on commercial lines as they are in England, where each railway is on its own basis and prepares commercial accounts. (*A Voice:* "They are private concerns.") They may be private concerns, but the Acworth Committee wished to place the Indian railways so far as accounts are concerned on a business basis, and they intended that they should be on a basis which would permit a commercial audit. That is the chief difficulty with the Indian railway accounts to-day. A demand is being made to commercialize the system, but I am inclined to think, as I said last year in connection with the Post Office, that it is being done without the necessary expert assistance. I know that the Government of India have taken some steps to get qualified commercial accountants to assist in this work, but they are I think somewhat late in the day in doing it. On the general question of cost of audit and as to whether the separation of audit from accounts will increase the cost, I have no very decided opinion. What I do know is this, that the more you spend on audit, if it is efficient audit, the more economies it will lead to, and in the end you will save money; and therefore I suggest that the separation of accounts from audit

is most desirable in order to get more independence into the audit and more efficiency and in the long run undoubtedly more saving. The efforts of the Committee which has been set up to establish this separation and their proceedings have been carried on rather in obscurity, and we are told that they have started experiments in certain directions, but beyond that I think we have very little information. I should like very much to hear something further as to the steps which have been taken to obtain this separation of accounts from audit, and whether Government contemplate any new steps in connection with the audit of railway accounts.

**Diwan Bahadur T. Rangachariar** (Madras City: Non-Muhammadan Urban): Sir, I quite realize the gravity of the issues which are raised under this question, and that it is a wise move to place the whole question before the Standing Finance Committee for Railways, but, Sir, before we can commit ourselves to any view, may I suggest that the Standing Finance Committee after examination of the question should report to this Assembly before any decisive action is taken. It is only with the approval of the Assembly that any decisive steps should be taken committing the country to any new scheme.

**The Honourable Sir Basil Blckett** (Finance Member): Sir, I have been called upon by Mr. Chaman Lall to state whether it is or is not a fact that we have in contemplation the possibility of the separation of accounts from audit; and he says that if it is a fact, then he will oppose it. It is characteristic of him to make up his mind before he begins to understand a subject, and I hope the House will not follow him in that procedure. This subject is one which, though it arises to-day quite correctly in connection with Railways, has a very much wider bearing. It applies not only to the Railways but to the whole of our accounts, and I may add it has quite an important constitutional side to it in connection with the separation of the Provincial Governments' accounts from those of the Central Government and with the general question that is known as provincial autonomy. I should therefore regard it as most undesirable that this House should to-day commit itself to any view either for or against the general desirability of the separation of accounts from audit. It is a subject that undoubtedly must come up for discussion in this House in its general bearings before final action is taken in the matter. There are two or three separate issues that have been raised to-day. Mr. Joshi has referred to the question of the position of audit on the Company railways. He received a perfectly correct answer from Mr. Sim but he did not seem willing to accept it. I think that there was some confusion in the matter. He was forgetting that there is a Government Examiner who examines all the accounts on behalf of Government quite apart from the audit that is carried on on behalf of Company railways. I do not want to say more about that. I will pass on to the question of the separation of accounts and audit in so far as it applies to Railways and bring it into relation to the question of the separation of accounts and audit generally. It has been stated by more than one speaker that the effect of such separation is to weaken the control of the Auditor General and to weaken the control of this House and I have been challenged to say whether there are differences of opinion within the Finance Department and what is the opinion of the Auditor-General on this subject. So far as I know there is no such difference of opinion. I am not in a position to say what is the opinion of everyone of the members of the Finance Department, if

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you include the two or three thousand, who are members of the Finance Department in the sense that they are members of the staff of the Accounts and Audit Department; and I have some suspicion that it may be some opinion coming from somewhere there as regards the possible effect on prospects that has caused the interest taken in some quarters in this House to-day. Naturally, in any question of this sort, if it did come to a separation of the two departments, the very greatest care would be taken to consider the interests of all concerned. It is always one of the difficulties in such a change. But I deny absolutely that the effect of any such change would be to reduce the control of the Auditor General or of this House. On the contrary, my main interest in the subject is that I believe it will greatly improve audit and it will improve the independence of audit. The difficulty that you have at present is that the Auditor General is also the Accountant General. As Accountant General he is not an independent officer. He is under the orders of the Government of India in the Finance Department in so far as he is dealing with accounts. In so far as he is dealing with audit, he is independent and it is extremely difficult obviously to secure that either he does not try to assert his independence in matters of account where he is not independent or perhaps, even more difficult to secure, that the Government of India must not try to restrict his independence in matters of audit, where he ought certainly to be absolutely independent. If you want to get a really satisfactorily independent audit, you have to consider seriously whether the present intermingling of accounts and audit and the dual capacity of the Auditor General is not rather a difficulty in the way. I think the words "test audit" may have also led to some misunderstanding. The word "audit" is as a matter of fact used in India for a great many functions which are in England, at any rate, regarded as questions of internal accounting. There is the internal check and the external check. I regard the functions of the Auditor General to be to apply an external check absolutely uncontrolled by the executive in the interests of the tax-payer. Really in England he is an officer of the House of Commons, of Parliament. He ought to be quite independent in the performance of that function. The internal check can with very great difficulty be separated from the ordinary accounting which has to be done internally. At present it is done internally by officers of the Accounts Department without very close touch with the department whose accounts are being kept or checked; and we have considerable difficulties in that connection in the case of the Provincial Governments. I think it was the Retrenchment Committee which drew attention to the fact that the Central Government's expenditure on accounts and audit was liable to be increased from time to time by accounts questions asked by the Provincial Governments and particularly by the Provincial Legislatures, questions which they are quite entitled to ask, but the answers to which involve considerable work for the Central Government's Accounts and Audit Department, and it is a real difficulty if you want to get to separation of provincial finance from central finance. Similarly, in a Department like the Railways, the combination of accounts with administration has very considerable advantages. The question is of course whether they outweigh the possible disadvantages and the possible difficulties of change. That is the question that has to be considered, but in itself it has clear advantages. To begin with, the administrative point of view is much more likely to be in the mind of the man who is keeping

the accounts if he is within the department; and I regard, and have always regarded, the functions of a Finance Department as being not to sit still and say "No" wherever possible, not to be, as the German poet said, the spirit that always denies, but to assist the department to spend its money wisely. That seems to me to be an essential function of a Finance Department. I agree that it has got to be very careful so that it may not allow another department to spend too much money. But in the long run I am sure it makes both for efficiency and economy if a Finance Department takes that view than if it is purely in a negative position. Inside a department the accounting staff can very often in my experience add enormously to the efficiency of administration if it is co-operating with the department in the carrying on of its administrative functions. Therefore, to arrive at that there is a great deal to be said for having the accounts quite separate from audit. It is absolutely essential that audit should be independent, that it should be quite independent of the executive, that it should be conducted fearlessly and that it should be thorough. I believe myself that in a great many directions the separation of accounts from audit will lead or would lead, if adopted, to very much more thorough audit and I know that in one of the recent experiments that has been adopted—I refer to the accounts of Imperial Delhi—the result of the separation has been quite electric in causing saving in expenditure. Therefore, as Mr. Cocke says, efficient audit may very likely save 50 or 100 times over its actual cost. I do not say that the present audit is inefficient. But I am quite sure—and I know that the Auditor General agrees with that view—that if he were relieved of some, at any rate, of his accounting functions, he would be in a better position to apply more effective audit. The word 'test' audit has been used in this country as a distinguishing name for that audit which is not an internal check, but it does not in the least imply that it is not a complete or thorough audit.

As regards the Military Department, which was mentioned by Mr. Joshi, the arrangements there have recently been brought very much on to the lines which are contemplated as a possible method of advance in other departments. That is to say, arrangements have been made for a complete outside audit of the accounts of the Military Accounts Department by the Auditor General, the Military Accounts Department being already, under the system that has been in vogue for a good many years, separated from the General Accounts and Audit Department. It is a tempting subject on which one can enlarge. Mention has been made of the experiments that are going on. These experiments are still in course of being carried on and it is premature yet to say what exactly the lessons will be which they will teach. Undoubtedly the separation would cost something extra for audit. But I think it is very likely that the extra cost would be very much more than made up by the extra efficiency of audit and the saving in general expenditure that would result. As I said at the beginning, there are other considerations besides purely financial ones which have to be taken into account in this matter. There is the question of the separation of provincial finance from the central finance and it is extremely difficult to see how the Central Government can continue to keep the accounts of the Provincial Governments if their finances are really to be separated. You must have a strictly independent audit, and that audit might very well continue to be conducted by the Auditor General for the whole of the provinces is, I think, very likely. But, unless you can somehow or other separate the accounts from the audit in the case of Provincial Governments, you will have considerable difficulty in making progress in the



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direction of financial autonomy for the provinces. I would suggest to Mr. Neogy that he should not press this motion because I do think that it is premature either for the Government of India or for this House to express a final view on this subject.

**Mr. K. C. Neogy:** As the Government have stated that this House will have an opportunity of discussing this very important question before any decision is taken, I beg leave to withdraw my motion.

**Mr. N. M. Joshi:** Sir, on a point of personal explanation. My Honourable friend Mr. Sim stated that when I said the auditor on company line railways is under the control of the Agent, I was not stating a fact, and the Honourable the Finance Member said I was confusing it with some things which were not relevant. Sir, I will only read a few lines of the latest report of the Public Accounts' Committee:

"The Committee noticed with concern the number of natural irregularities which were shewn in this report, as occurring on the Great Indian Peninsula Railway. The Auditor General suggested that the auditor on company-managed lines is generally under the control of the Company's Board, and in some cases of the local executive" (*which to my mind means the Agent of the Railway*). "It would be useful if a check were exercised by the Government Examiner."

There are also a few other sentences relevant to that:

"They (the Committee) observe that a reference had been made to the desirability of making the auditor on company lines independent of the Agent by the preceding Public Accounts Committee on page 61 of their report. The Committee hope that Government will place before the succeeding Committee a report of the steps that have been taken in this connection,"

—that is, in making the auditor on company-managed lines independent of the Agent.

I hope, Sir, that the facts stated by me were correct, but I do not expect my Honourable friend Mr. Sim, as he is very much enamoured of the scheme of separation of finance from audit, to know these facts.

**Mr. G. G. Sim:** Sir, I do not know why Mr. Joshi put that particular interpretation on the passage he has quoted. I can only tell him that my own information is, and it is based on correspondence with different railway administrations, that the Chief Auditor on the railway, by whom I mean the auditor who is responsible for the internal accounting arrangements of each company, is appointed by the Board of Directors, and that he is responsible to the Board of Directors for the financial work of the line. In some railways it is the practice for the Chief Auditor to send a weekly letter to the Board of Directors, just as the Agent does. In other cases he writes when he pleases, but in every case he sends annually his own separate report of the accounts and finances of the line. In addition to this Chief Auditor on the Company lines, we have, as the Honourable the Finance Member explained, a Government Examiner, who in turn checks the accounts and looks after the interests of the Government on each company organisation.

The amendment was, by leave of the Assembly, withdrawn.

**Mr. President:** The question is:

"That a sum not exceeding Rs. 6,16,000 be granted to the Governor General in Council to defray the charge which will come in course of payment during the year ending the 31st day of March, 1926, in respect of 'Audit'."

The motion was adopted.

## DEMAND No. 4.—WORKING EXPENSES: ADMINISTRATION.

**Mr. President:** The question is:

“That a sum not exceeding Rs. 12,31,00,000 be granted to the Governor General in Council to defray the charge which will come in course of payment during the year ending the 31st day of March, 1926, in respect of ‘Working Expenses: Administration’.”

## RECOMMENDATIONS OF THE INCHCAPE COMMITTEE.

**Mr. K. Rama Aiyangar** (Madura and Ramnad *cum* Tinnevely: Non-Muhammadan Rural): Sir, with your permission I will pass over Nos. 37 to 42 and move No. 44. The 80 lakhs referred to in No. 44 are split up into various cuts in each Railway in Nos. 37 to 42 so that those motions will be dealt with as part of No. 44. I beg to move that the demand under the head ‘Working Expenses: Administration’ be reduced by Rs. 80,00,000 as already recommended by the Inchcape Committee.

Sir, I have to place certain preliminary matters before this Assembly before dealing with the motion itself. You will permit me, Sir, on this motion to bring out the whole position relating to these several cuts and if in the course of my remarks I am not able to deal with everything I will request your permission, Sir, if the Government refer to any other items than those I refer to, that I may be permitted to reply to those also. I leave that to you, Sir, and will abide by your ruling.

The position, to be understood properly, has to be taken back to the beginning of the year 1923-24 which was the year in which the recommendations of the Retrenchment Committee were attempted to be given effect to. Honourable Members will see that the Statement of Railway Revenue and Expenditure of the Government of India that has been placed on the table with the speech of the Honourable the Commerce Member gives a column relating to revised estimates for 1924-25. With respect to the accounts of 1923-24 the figure for working expenses of State lines is shown at 59 crores 15 lakhs. The Budget estimate for 1923-24 was itself 64·25 crores, though in the previous Financial Statement it was given as 63 crores. The fact is that in the 63 crores they have deducted some eighty odd lakhs under the head “Expected deduction in programme revenue expenditure” and another forty lakhs on worked lines share; so that the real figure on which the Budget for 1923-24 was based is 64 crores. The Retrenchment Committee recommended that for the year 1923-24 it should be 64 crores, about 4½ crores less than the original Budget for 1923-24 or 3½ crores less than the Budget which was proposed to be placed by the Government of India as the preliminary Budget for 1923-24. That is the recommendation of the Retrenchment Committee which appears in the concluding paragraph appearing at page 81 of that Report where they recommend that “the budget provision for working expenses including surplus profits in 1923-24 be limited to 64 crores subject to a further allowance to meet any increase in traffic, etc.”. Actually, as I said, it was put at 64·2 odd crores but subsequently the programme revenue expenditure was expected to be less by 1·20 crores, and the Financial Statement last year put it finally at 63 crores. Subsequent to that we have had these two years’ work. Since the last discussion of the Financial Statement we have had the Administration Report of the Department for 1923-24 which clearly goes into the whole question and shows how much it has been possible to save on the budget estimate of 63 crores. But before taking that up, I have to explain that since the last discussion, when it was alleged on behalf of Government that the Retrenchment Committee had not recommended very much more reduction than the 64 crores that was referred to in the final report, I have

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had the honour to examine that Committee's Report in detail in a series of articles, copies of which, as I said in my opening speech on the budget discussion day, I asked the Legislative Department to get printed for the benefit of Honourable Members here. I did not know that there was no copy supplied to Honourable Members on the other side; I just showed a copy this morning to the Honourable Mr. Sim. I say it was already referred to by me. This particular report examines paragraph by paragraph the recommendations of the Retrenchment Committee, and I come to the conclusion that they really recommended over and above the 4½ crores referred to in the last recommendation or the 3½ crores over the budget estimate of 1923-24 referred to there—they really recommended a reduction in expenditure, by gradually economically working the department, of more than about 10 crores below 64 crores. That has been my contention. They have examined every aspect; they have said that in coal alone a crore and 85 lakhs may be saved in regulating the consumption by engines and in cheapness of prices and the want of necessity to get foreign coal, a reduction of much more may be expected making in all more than 2 crores. Under the head "Maintenance and Repairs" they recommend a reduction of about 2 and odd crores; under staff they expect 1½ crores reduction and under running expenses and locomotive expenses they expect about 2 and odd crores; and again under wagons they expect a reduction of about 82 crores. According to my own calculation of the statements they have made there, including also as I said about 1½ crores under reduction of staff, they expect to reduce expenditure by about 10 crores below 64 crores; that is their real recommendation. So that the present Resolution that I move has to be clearly understood as asking the department now to give effect to that recommendation. Last year when I proposed a cut of about 10½ crores at a time, of course Honourable Members said that to think of a cut like that in the practical working of a railway was absolutely impossible. I have learned that lesson and I have taken it completely to heart, and therefore I have carefully tried to place before the Government very very small cuts (Laughter), showing in detail the amount they have been spending in the various departments and in the various branches that we have to attend to. To understand the figures that I shall presently place before this Assembly I would like to draw the attention of the Assembly to the fact that the figures given in the present Demand No. 4 will not tally with the figures given in the corresponding Demand in the previous years. You will find "General Administration" last year had been put, even for the Budget of 1924-25 and 1923-24 at only 8½ crores. Unfortunately, though I expected an explanation of the differences, it has not been given. In the notes, however, I have tried to explain the matter to the House and I think there will be no difference between me and the Government on that matter. Though it is now put at 12½ crores, last time "General Administration" had been put at only 8½ crores. The real difference is that some heads which previously had not been brought under this head have now been added here—for example, "Cash and Pay", "Police", "Telegraph Department", "Contributions to Provident Fund" and "Gratuities". All these had not been included in the previous Budget under this head. The Demand now includes these with the result that you have provision made for 11½ crores under this head for the last year, though the last year's financial statement would not give you the same figure, but only 8½ crores. That really does not much matter. All that we are now concerned with is that these heads were probably put in under other Demands last year, but they are shown separately here now. There

is also one other difficulty that I must point out. The figures given for each of the departments—for example, the Engineering Department, the Locomotive Department and the Carriage and Wagon Department and Traffic Department—do not tally exactly with the figures given for last year. They differ by a few lakhs more or less. But I understand that the accounts were closely examined this year and as we are starting with the new system they have been brought under the proper heads recently. So that these slight changes in the financial statement may also be overlooked. In fact they simply mean that they have been more correctly stated.

There is another great difficulty with reference to these figures. Honourable Members will see that if you take the Retrenchment Committee's Report or the Administration Report of the Department, there is no head which can be directly traced as a portion that is dealt with in them. In the Retrenchment Committee's Report, they divide these various heads. On page 65 in paragraph 11 they give the heads: maintenance of way, works and stations, locomotive expenses, carriage and wagon expenses, traffic expenses, and general charges, and special and miscellaneous and other items. The Administration Report also deals only under these heads. But actually when you go to Demand No. 4, you find the Engineering Department separately. This Department is only part of the Department which takes charge of the maintenance of way, works and stations. So in the Administration Report that Department's sole expenditure is put under various heads in Table A of Table No. 31. And the first column there is superintendence. And the head of that column is "General Superintendence including office expenses". It is that first head that refers to the Engineering Department. Similarly, Table B deals with the Locomotive Department and this first head of Table B is the supervision of that department, and that again has to be taken as referring to the Locomotive Department in Demand No. 4. Then the Carriage and Wagon Department is the first head of Table C. And then the Traffic Department is the first head of Table D. And then the Agency, Audit and Accounts, Medical Department, steamer boat service, police, all these are styled General Charges in the Table, and that is given as Table E, and there is no Table F given there, but Table G comes in and that refers to Miscellaneous expenditure, which is covered by the head "other expenses", I think, under Demand No. 4. So that though we have correctly followed the figures given either by the Retrenchment Committee or by the Administration Report, so far as Demand No. 4 goes, you should take sub-heads (1) of each of the Tables that I have referred to and in the case of the Retrenchment Committee the arrangement is made according to those Tables. As I said, reference to that particular paragraph will show that the maintenance of way, works and stations includes the Engineering Department *plus* the portion of the maintenance of "way, works". Locomotive expenses include the locomotive department of the General Administration and also the heads of operating expenses and expenditure on rolling-stock; no locomotive expenses include expenses on renewals and replacements of locomotives and running expenses on locomotives, etc. Carriage and Wagon expenses will cover the Carriage and Wagon Department as well as also expenditure on rolling-stock. Traffic expenses will cover the charges of the administration of the department as also the expenditure on the staff relating to traffic. Similarly, the "general charges" includes the case of other heads except the last which

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I say is miscellaneous or "other expenses". This information is necessary if you are to compare the figures that I am going to give with the figures given and it should not be said by Government hereafter that the figures which I give do not quite tally with their figures, because they are responsible for it. Without having an explanatory note why they have not shown the same figures as in the last year's financial statement, I have to go upon the figures we have and I have worked them out accordingly.

I shall take first the Engineering Department. Before going to that I will deal with the general recommendations of the Retrenchment Committee. We are now concerned with the staff generally, and that is dealt with in paragraph 22 of the Retrenchment Committee's report, page 71. There they consider the strength of the administrative and clerical staff, and the technical and industrial staff, and they point out how disproportionately to the increase in income and traffic the staff has been increased during those years. They examine how far that can be cut. There is one Agent, the Agent of the Great Indian Peninsula Railway, who had told them that he had already been able to effect a cut of about Rs. 50 lakhs—40 lakhs in establishment and the remainder under expenses consequent on such reduction. Then they go into the question of the other Agents and they recommend an additional one crore—meaning thereby that they expect a total cut of 1 crore and 50 lakhs in the expenditure on staff. They refer definitely to a further one crore. I especially refer to that because there is a difference of opinion between Mr. Sim and myself on that point. They expect a further cut of one crore under that head. I know, Sir, that the Department has carefully explained this matter and has gone into this question in Part I of their Administration Report. On page 57 of the Administration Report for 1923-24, Part I, they examine how far the staff had been reduced. An examination of it will show that where the recommendation of the Retrenchment Committee was that there should be a general decrease in expenditure and the total must be about 1 crore and 50 lakhs, some of the railways reduced expenditure to the extent of 103 lakhs, but some of the other railways increased their expenditure and the increase is about 20 lakhs. The fact is that railways that have been all along spending have been spending more against the recommendation of the Retrenchment Committee. Some of the railways which have incurred losses more than before have been spending more on staff without any real reason for not retrenching, while others attempt to reduce expenditure. For example, the Great Indian Peninsula Railway, which had been referred to by the Retrenchment Committee, had retrenched 40 lakhs on establishment. The Bombay, Baroda and Central India Railway had begun only, I should think. They had reduced by 17 lakhs. The North Western Railway had reduced in the course of 1923-24 by 22 lakhs and sundry other cuts. But peculiarly, Sir, the Assam Bengal Railway had increased by Rs. 27,000, the Bengal Nagpur by about 3 lakhs, the Bengal and North Western by Rs. 15,000, the Burma Railways by 9 lakhs, the East Indian Railway by 5.6 lakhs and the Madras and Southern Mahratta Railway by 1.04 lakhs. I bring this to the notice of the House because it will show that the Retrenchment Committee's report has been absolutely forgotten within a very short time. They were adding to the expenditure whereas they should have retrenched. Other railways began to show a reduction but I will

show presently that they also forgot retrenchment immediately after that year passed. So that in the Budget of the year you will find an extra provision made of about Rs. 80 lakhs of which an explanation is no doubt given. Rs. 37 lakhs is accounted for by the Lee Commission's recommendations and Rs. 10 lakhs by additional gratuity to be given to servants of the East Indian Railway. Extra expenditure on new schemes is fixed at about Rs. 15 lakhs so that you actually find another Rs. 40 lakhs at least extra budgeted without any attempt at any further retrenchment. I was in the Finance Committee and I am not now taking any objection to the additional expenditure that has been provided and referred to in the notes except to the extent of the cost of carrying out the Lee Commission's recommendations for which there is a clear provision. But the Rs. 80 lakhs that I have pointed out to cut does not cover either the extra provision made or the cost of carrying out the Lee Commission's recommendations. So we are on clear ground. Whatever has been recommended by the Retrenchment Committee has not been tried to be given effect to. Not only that, it has already been tried to be set at naught without any proper attempt being made to give effect to that Committee's recommendations. I have read every page and every paragraph of the first volume of this Administration Report. It is a very good document. It examines the whole position and tries to treat some portions of the recommendations of the Retrenchment Committee as open to objection. I will not take up that point now: I will take it up when the time comes. But so far as this particular portion is concerned, attempts are being made to whittle down the recommendations. I may parenthetically record my grateful appreciation of the work that has been done by some of the railways in the matter of carrying out some of the Retrenchment Committee's recommendations. I must say that though some of the railways showed their anxiety to carry out the recommendations at the commencement they forgot them later on when they began to find extra crores of rupees coming in. I may say that wherever there is any extra provision made for the purpose of the extra income that we may get or that we have got, I do not object to such expenditure. For instance, the note to operation expenses in the present Demand No. 5 explains that about Rs. 17 lakhs and odd will be the extra cost of the operating staff for the increase of about Rs. 3 crores in gross receipts that we expect next year. I am not disputing it at all. I put the position like this. When the Government gave effect to the recommendations of the Retrenchment Committee at the beginning of the year 1923-24 they only made a cut of Rs. 3½ crores and all these 3½ crores related purely to the programme revenue cut that they expected. When they said that they were making a cut of Rs. 4½ crores on the preliminary budget of 1922-23, they actually put in an additional Rs. 1½ crores. That was accounted for by Rs. 1 crore under the head "Coal" which the Department had agreed to cut that year, and Rs. 50 lakhs under the head "Establishment" which had already been agreed to by the Great Indian Peninsula Railway. The Rs. 64 crores only means the preliminary budget of 1923-24 minus Rs. 350 lakhs programme revenue. The Budget as now revised places the actuals following on that. What was the effect? There is a total saving. There is another matter that will have to be borne in mind by Honourable Members. There is an apparent reduction of 4½ crores. The Budget was 64. They themselves cut out 1 crore 20 lakhs under programme revenue in the course of their first observation and then there was 63 crores. Of these 63 we have only

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59.15 as net expenditure. In the Administration Report for 1922-23 they have examined it carefully and they have said that of this 1.59 crores is only programme revenue. I am not raising that question now. We may leave it. The two other items that they club together are repairs and maintenance about 57 lakhs and 1.69 crores under operation expenses. There again the explanation is given that there has been some attempt to secure economy which, as I have already told the House, has been done to some extent. When dealing with repairs and maintenance and operation expenses, I will show that some railways have done really good work, for example, the North Western Railway. But as I said there are lines which are already expending a disproportionately high amount on the staff. I ask Government if they checked them. Do they prove it by the check upon the Budget? Do they prove it by cutting down any portion of the past year's Budget? I submit I find on examination that it is not so. Before I go into details, as I said, even if you take the Retrenchment Committee's total they have not proved that they have cut more. The total cut under "General Administration" must be 2½ crores, but taking the 1.50 crores directly recommended in paragraph 22 I say that 103 crores has been given effect to. 47 lakhs must be cut in the course of the year 1924-25. Other lines have run up their expenditure by 20 lakhs. Certainly there could be no room for that at all. Under "General Administration" relating to these departments there was no reason to allow any increase because the amount anticipated as income from revenue was about 100 crores in 1922-23. For 1923-24 a similar amount was anticipated though later on, because of the failure of the passenger traffic and the goods traffic, they had to reduce it, so that for the present in connection with the 100 or 98 crores that you are anticipating there is no reason for budgeting extra for Administrative staff. Therefore I submit this 47 lakhs has not been reduced as was expected. There is an additional 20 crores that has been put in by some lines. That ought to be cut off and those lines ought proportionately to have cut off another 20 lakhs and the present cut that I recommend, the amount of 80 lakhs, is within those figures and nothing else. We are starting the new Budget. We are separating railway finance from the general finance. The railway finance has come into close scrutiny and in future years only the new alterations will be placed before the Finance Committee. Even this year we had time only to examine the new figures to some extent. The rest of it was put in lumps and we have not had time to examine them. Now I have examined every item as far as possible in detail. I want bare justice by cutting down these demands. But I am going to show that if I had asked for the full cuts recommended by the Retrenchment Committee the amounts will be much more.

I think I will now only take the Honourable Members through the figures of the Engineering Department. I propose to show the various cuts possible in the different railways. I need however only deal with one as an example and even so I do not propose to deal with it in full. Table A, as I said. . . . (*Diwan Bahadur T. Rangachariar*: "May I ask the Honourable Member, does that deal with establishments?") Yes, I am now dealing only with the staff portion to which I have already referred. Honourable Members will see that in the budget for the Bengal Nagpur Railway which they have in their hands, at page 5 the Engineering Department is dealt with. The provision for 1923-24 was 17.01. The

budget estimate for 1924-25 was 18·27. That itself shows that they were increasing the expenditure. The revised estimate puts it at 18·32 and the budget estimate for 1925-26 puts it at 21·79. That is, in the Engineering Department of the Bengal Nagpur Railway about 4 lakhs extra is sought to be provided, or about 20 per cent. of the expenditure under that head in the year 1923-24. What is this line? It is a losing line. It progresses in losing. There was a loss of minus 10 per cent. of the capital invested in 1923-24; in the coming year the loss is expected to be minus 1·35. That is, minus 1·25 per cent. is the extra loss on this line under the present system of working. What we see is that extra establishment is being provided in the Engineering Department and similarly in others. This one case therefore completely establishes the fact that they are rushing up the expenses and are forgetting the Retrenchment Committee's recommendations and no heed is paid to what they proposed. As to the statement contained in the Administration Report for 1923-24, I will examine this point further. Looking into this Table A of 81 under the head "General Superintendence" Honourable Members will find the amount provided for each railway is given in the second column and third column gives the cost per mile of line maintained. The number of rupees is given per mile of route in the third column and per mile of track including sidings in the fourth. Honourable Members will also see that in the 5' 6" gauge railways the cost per mile is given for each of the railways; so that it will be found that in the case of the route mile maintained the figures for each mile for the cost of staff ranges from 529 on the Nizam's Guaranteed State Railway to 1,443 on the Eastern Bengal Railway. I said already that the Retrenchment Committee considered all the heads referred to in Table A under the head "Maintenance of Way and Works, etc." together. That is what I originally pointed out. That is the way it has to be compared, and they saw that the maintenance of each mile including staff and other expenses had progressed on an average from 1,035 to 2,600 or so. They point out how that has to be deducted and they say, close watch will enable them to do that, and point out that they are not satisfied that the present scale of expenditure is essential to the efficient working of the lines. I do not therefore ask the Government immediately to work up to the amount of the lowest line because I know there are various conditions to be taken into consideration in each line. However, even that would come largely only under repairs and maintenance for other heads; but so far as the staff is concerned, I submit, Sir, that the cost of the staff for each mile of line maintained cannot be much more, except it may be in the case of the lower staff who have to attend, for example, to a somewhat greater number of repairs on account of floods, etc. All these lines are existing for a very long time and are well settled, and therefore, except in the case of serious accidents as in the case of the recent floods and others, the ordinary maintenance must be susceptible of being brought under some control. A large margin is given for the different lengths of sidings in each railway. I understand however that the Eastern Bengal Railway has nearly double the amount of miles in sidings than the amount for route mileage. That is of course an extraordinary railway, but I see no objection now to allowing the same for the siding as for the main line. Even if that be so, you will find in column 4 that this particular line, the Bengal-Nagpur Railway, spends Rs. 528 per mile including sidings while the lowest is Rs. 408 for the North Western Railway. It spends Rs. 734 per route mile, for the lowest Rs. 529. We know very well that the North Western Railway has got



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various kinds of tracks in its lines and that it works directly under the control of the Government of India. Well that line spends only Rs. 408 per track mile. I of course would not expect everybody to work on Rs. 408 per mile maintenance; I would allow Rs. 500 ordinarily, with suitable changes of conditions, and if I proceed on those lines to consider the cost of route and track mile I would have to cut the expenditure of the Bengal Nagpur Railway by 3 lakhs. But what I ask for is only a cut of one lakh for the present. That is the position that I take. I give an allowance for reasonable extra expenditure, and I put it to the House that if there was any meaning in the recommendation of the Retrenchment Committee in the paragraphs that I have referred to, where they say that this extra rate for all these lines is abnormal, this point should be closely attended to, and I therefore say that under this head you cannot permit extra expenditure on this scale; it ought to go down clearly. Similarly, in all the other railways noted in Motion No. 37 the expenditure to be curtailed will come to much more than 4 lakhs on that high estimate for each railway, and I have proposed to cut as I have mentioned. That is the way I have proceeded. Similarly in respect of the Locomotive Department—as will be seen from Table B, first head, "General superintendence including office expenses"—there again it will be seen that the headings are given like this: first the total amount expended is given, and then the per engine mile is given, that is the cost of running per engine mile, and then per thousand gross ton miles. The rate for the 5' 6" lines is given, first, then 8' 3 $\frac{3}{4}$ ", and then the 2 $\frac{1}{2}$ ', and it will be seen that ordinarily in almost all the railways of 5' 6" gauge the expenditure under this head does not go above Rs. 16 per mile. But you find that in the case of certain lines, the Madras and Southern Mahratta Railway, broad gauge, and the Nizam's Guaranteed Railway, the Assam Bengal and the Bombay, Baroda and Central India Railway, metre gauge, there is a greater expenditure. I only take note of the extra, though it is found that ordinarily they work at much lower rates; I take 16 in the case of broad gauge and 27 in the case of metre gauge, as the amount which should be taken, making allowance for all contingencies; and taking that figure, I only refer to cases of lines where they spend even more than that, and to the extent they spend more I want a cut—not in full but only a portion. It is in that way that I have calculated, Sir, and it is so with respect to the other things also. I do not think if I go into further details under each head it will be very pleasant to the House at all, and therefore I submit I have proceeded with caution and the request that I make to the Government is to pay attention to the details, especially at the beginning of the separation of this Budget. The work of the Retrenchment Committee ought not to be lost on the country. The Government have accepted that they have been experts who have given advice. It has been followed with great respect by the Government themselves and here in the Railway also they have tried to follow it; but they are beginning to forget. It is not in the nature of any Agent or any officer for the matter of that to reduce establishment. That is a great question. Probably everybody is familiar with this. Every man wants to continue by some means or other; nobody wants to be sent out and everyone wants to stick on. That ought not to be allowed. As was said by the Agent of the Great Indian Peninsula Railway before the Retrenchment Committee, even if you have to give notice, it should be done; you cannot therefore mulct the tax-payer with expenditure of crores on unnecessary staff and work. The keeping of all

this establishment will mean, as I will show in the case of "Ways and Works" also, is much more than what it should be. In effect it will be seen that I am not asking for any retrenchment in the actuals of 1923-24. For 1925-26 that establishment will be sufficient. Anything more that has been added to it in 1924-25 and 1925-26 ought to go. 1925-26 would not suffer by that. I remember one of the Government Members telling us that if any money is taken on, the income will decrease. I have so provided that no income will decrease. I only want a small retrenchment, not to the full extent to which it ought to be effected. I only touch the fringe of it. For these reasons I submit that my motion may be accepted.

**Mr. G. G. Sim:** Sir, in his speech on the general discussion on Monday, Mr. Rama Aiyangar gave the House two main principles on which the Railway Budget should be prepared. He took strong exception to the remark of the Honourable Sir Charles Innes that the estimates are only the best forecast that we could give of the flow and volume of traffic next year. Sir Charles Innes warned the House that it was not possible to anticipate or bank upon the net receipts put down for next year, that the amount of net receipts would necessarily depend upon the state of trade, which was not under the control of the Railway Board or of this Assembly. The Honourable Member said that he entirely disagreed with the Honourable the Commerce Member. His own view was that if actual receipts fell below anticipated receipts, there must simultaneously be a corresponding reduction in the budgeted expenditure. He said that if you budget for 103 crores of receipts and for 93 crores of expenditure, that is to say, for a net receipt of 10 crores, if actual receipts came to only 93 crores, the expenditure would be reduced to 83 crores and there would still be a profit of 10 crores. He might have carried this argument a little further. You might imagine a year in which, owing to strikes or floods, the trade is so impeded that practically nothing would be carried on the railways and then you would have had gross receipts of 10 crores and actual expenditure nil. Now, Sir, the Honourable Member must surely be aware that you cannot put forward an accurate budget and it is not the case that whatever your estimates of receipts and expenditure may be, your net receipts will remain the same even when your gross receipts come down. If the Honourable Member will read the report of the Acworth Committee he will find that they have dealt with this matter very clearly. They have given a table showing how the gross and net receipts of the railways have fluctuated for the past 20 or 30 years and they have shown clearly that if gross receipts do go down, the reduction in expenditure must necessarily be very much less than the reduction of receipts because a very considerable amount of the expenditure of a railway is fixed and must be incurred whatever the amount of traffic may be. Then, Sir, the Honourable Member went on to say that we must now arrange our budget estimates in such a manner that the actual receipts and expenditure for a year should differ from the estimates not by crores but by lakhs. He insisted that it was possible to rigidly limit expenditure just in the same way as you limit the expenditure on other departments of the Government of India which are not commercial. I do not think it is necessary for me to give any arguments to the House to show the impossibility of accepting any such proposal. Does the Honourable Member know of any business where the manager of the business definitely lays down that the amount of expenditure in connection with the business should be limited to a certain amount of money within a period of twelve months or a period of one month and that that amount of expenditure shall involve the production of a fixed amount of receipts? He must

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surely be aware that it was mainly for the reason that such restrictions had to be imposed when the Railway Budget was incorporated in the General Budget that the separation of the railway finances was insisted on. The Railway Budget can never be a correct estimate of the results which you will get in a year. It is only the best forecast that we can make. I have referred to these points in order to show to the House the line of thought that led the Honourable Member to propose these particular cuts. I may mention that he brought forward this very proposal before the Finance Committee and we discussed it for a much greater length of time than I think this discussion will last in this House. But the Finance Committee were, I am sorry to say, very unsympathetic and turned down his proposals. I think he found only one supporter. The cut that he proposed in the Finance Committee amounted to 81 lakhs. But with his usual accuracy and by applying his statistical mind again to the examination of the figures, he has succeeded in reducing the amount by one lakh. I am sorry, however, that he has extended his statistical researches and has proposed under the next head a cut of 450 lakhs. Now, Sir, in this matter the Honourable Member, I am afraid, has fallen a victim to the statistics which we, unfortunately I think now, printed in our last Administration Report. The new series of statistics were introduced on the recommendation of the Inchcape Committee. The Honourable Member has taken each one of these statistics and has proceeded to assume that every railway in India must be run for exactly the same amount, or approximately the same amount of expenditure under every head, no matter what the physical condition of the country may be through which a particular line runs, and no matter what the density of the traffic is on the different railways. Now, Sir, those statistics, some of which we had before, were never intended to be used and cannot be used in the way the Honourable Member proposes. They are very useful statistics for comparing a railway with itself over a series of years, but you cannot apply the statistics quoted by the Honourable Member for the purpose of comparing one railway with another. The only way in which you can use them for comparing one railway with another is to use them in exactly the same way as the Inchcape Committee did. If the Honourable Member will refer to the Inchcape Committee's Report he will see that they used those statistics in many places, but in a different way from what he does. In paragraph 15 of their Report for example they compared the average miles run per locomotive on each individual line with the average cost of repairs and renewals of locomotives on each individual line in the years 1913-14 and 1922-23, and pointed out that although the average miles run per locomotive had considerably increased since 1913-14 the average cost of repairs and renewals per engine in stock had largely increased except on the Bengal Nagpur Railway. That is to say, they took the statistics for 1913-14 and compared them with the statistics for 1922-23, and they said the increase in one set of the statistics on one particular railway as compared with another set was very much higher than the corresponding increase on another railway. But they never meant to say that the amount of expenditure under any particular head ought under any or all circumstances to be the same or uniform throughout India. It is impossible to use the statistics in that manner. I do not know if the House wishes me to go into detail regarding each of the particular statistics.

(Cries of "No.")

**Diwan Bahadur T. Rangachariar:** Is this the way the matter was examined in the Finance Committee?

**Mr. G. G. Sim:** It was discussed for two hours in the Finance Committee.

**Diwan Bahadur T. Rangachariar:** Not in this way with cries of "No, no."

**Mr. G. G. Sim:** I am afraid I did not take so considerable a part in the discussion as I am taking now, but if the Honourable Member wishes me to analyse some of the statistics quoted by the Honourable Mover . . .

**Diwan Bahadur T. Rangachariar:** I should like to have some explanation on some of the points raised.

**Mr. G. G. Sim:** For instance, the Honourable Member took the cost of administration on each railway under the head Engineering Department, and he made comparisons on the basis of cost per track mile including sidings. The cost of general superintendence is only one of many items that go to make up the cost of maintenance of way, and it cannot be judged by itself. The Honourable Member has pilloried some railways as having a very high cost of administration under this head. Those particular railways show a large cost under the head of Supervision, but their actual cost of engineering staff, in consequence of that extra supervision, is less than on some other railways that he does not propose to cut. Then again the superintendence required on different railways varies. You want more superintendence on lines that cross large rivers, and lines that have a heavy rainfall, or which are rapidly expanding. Then again the figure for general superintendence per track mile takes no account at all of the amount of work done as measured in gross ton miles per track mile per annum as given in the next column. For instance, the density of traffic on the 5' 6" railways recommended for a cut by the Honourable Member is higher than on the North Western and Oudh and Rohilkhand Railways which he singles out for approbation.

Then, Sir, the Honourable Member worked out the working costs under the head Administration of the locomotive department. He took as a basis the cost of general superintendence per engine mile. Now that

4 P.M. figure is a very natural figure to take for comparing the locomotive department of a railway with itself over a series of years but if you are going to compare it with any other railway you must make allowance for many other things than those mentioned by the Honourable Member. You must remember that the larger the type of engine on a railway, the fewer the engine miles run for the same amount of goods hauled, as the trains are heavier and the cost per engine mile is naturally higher. Then you have to take into account the grades on a line; the more grades on a line the smaller the trains have to be, and consequently more engine miles run with a decrease in the cost of superintendence per engine mile. Then again the better the superintendence, the fewer the shunting and other ineffective engine miles run; and if you do put on additional superintendence you will find that reflected in the reduction of expenditure under other heads. The Madras and Southern Mahratta Railway shows the best results of any railway in India in the matter of coal consumption of shunting engines. The coal consumption is lowest on that line. The cost of shed repair and cleaning staff per engine on the line is the lowest on the Assam Bengal Railway of any line in India. Both of these lines show high figures under the head of superintendence.

[Mr. G. G. Sim.]

Now, Sir, I had hoped that the Honourable Member would have been satisfied with the discussion that took place in the Finance Committee and would not again have brought forward this motion. There is one further general point that he took up which I should like to refer to, and that was the question of whether the recommendations of the Incheape Committee had been carried out. Sir, I had always been under the firm belief that in the last Administration Report we had shown that we went much further even than the Incheape Committee contemplated in the reductions that we have made. The Honourable Member, however, differs as to the figures of the Incheape Committee itself. If I understood him aright, he said there was a slight arithmetical mistake of 10 crores of rupees in their calculations, that the figure of 64 crores that they recommended the Railway Budget should be fixed at should have been 54 crores, and it is for that reason he now puts forward his proposal for a cut of another 6 crores. What the Incheape Committee actually said was, to summarise the whole of their proposals, that "the Budget provision for working expenses, including surplus profits, should be limited to 64 crores in 1923-24 subject to a further allowance to meet any increase in traffic". Now, Sir, we cut it down below that figure, and if the Honourable Member wants to compare the figures of the current year's Budget with the figure recommended by the Incheape Committee, I shall be glad to give him the figure. It is this. Our figures this year add up to 67.7 crores. This includes 3½ crores which is the amount we provide for depreciation over and above the amount we propose to spend on programme revenue, and we only ask for that amount of money in spite of the fact that we are providing for an increase in our receipts of more than 8 crores over and above what the Incheape Committee contemplated in their recommendation. I hope the House will agree that the work which has been done by the Agents of our Railways and by the Railway Board in enforcing these severe retrenchments instead of calling for a word of censure—much less for so heavy a word of censure like the one contemplated by the Honourable Member—deserves some praise from this House. It is impossible, Sir, that this House itself can imagine that we can carry retrenchment any further. We have already carried it I think in many cases too far. I do not say that that was a bad thing. It was a good thing to enforce retrenchment as far as possible; but we have continuous complaints in this House and elsewhere that we have allowed insufficient money for the repair and upkeep of waiting rooms, carriages, buildings, etc., and it is for that very reason that we have asked the House in this year to provide Rs. 50 lakhs in addition to the usual provision in order to put all these conveniences in decent order.

I hope, Sir, that the House will reject this motion.

**Diwan Bahadur T. Rangachariar** (Madras City: Non-Muhammadian Urban): Sir, I must congratulate my friend, the Honourable Mr. Rama Aiyangar, on the great pluck and courage he has displayed in coming forward with such detailed proposals as he has done before this House. I must also congratulate him on the great industry and labour he has bestowed upon preparing his case. It is a very difficult task—I quite agree it may not be pleasant for Honourable Members here to listen to details of figures, especially in a big Assembly like this. These matters should have been thoroughly investigated in the Committee itself. I do not find any trace in the proceedings of the Standing Finance Committee that they paid as much attention to these matters which they in my opinion deserve.

I shall just put a few points as I gathered from my Honourable friend Mr. Rama Iyengar to see whether the Committee or Mr. Sim has examined those matters on which I lay particular stress. My Honourable friend Mr. Sim said that statistics should not be used for the purpose of comparing one railway with another, but that they should be used only for the purpose of comparing the previous year's working with the present year's working. (Mr. G. G. Sim: "Those particular statistics.") We are now concerned with establishment and establishment alone. Let Honourable Members remember that. The proposed cuts relate only to establishment under various heads. Now, I congratulate myself on the receipt of these monthly reports which give comparative statistics for the working of each railway—I take some trouble to read them and compare the working of one railway with another in order to see which is run extravagantly and which is run economically. I do not know if the Honourable Mr. Sim was a party to this paragraph No. 22 in the Report of the Indian Railways for 1923-24. This is what they say:

"In addition to these, monthly and quarterly statistics are received from the Class I railways. Comparative abstracts from the detailed statements and statistics received throughout the year are circulated to all Class I railways to enable them to compare their own resulting of working with those of other railway systems, and these statistics have in the short time that they have been in use, been of most valuable aid not only to the various railway administrations but also to the Railway Board in indicating where economies can be effected."

Sir, it is in that sense also that I wish to use these statistics. It is in that sense I believe that my Honourable friend, Mr. Rama Iyengar, has used these statistics. Now, I ask in the case of the six railways at page 57, Chapter V, which also came, I take it, under the Incheape Committee's recommendations, why they show an increase in establishment instead of showing a reduction of establishment, whereas other railways show a reduction in establishment. These six railways are the Assam Bengal, the Bengal Nagpur, the Bengal and North Western, the East Indian, the Burma and the Nizam's Guaranteed Railways. Now I ask, was this question examined? Far from showing a reduction in establishment as other railways have done, these railways show an increase in establishment. Was this question examined in detail by the Standing Finance Committee or by the Finance Department of the Government Railways? So that to give a general answer and say "We have made a general reduction of Rs. 87 lakhs" is no answer to this particular question . . . . .

**Mr. G. G. Sim:** May I point out that as regards the cases quoted by the Honourable Member I had just explained the case of the Assam Bengal Railway and I said that the increase in the cost of the Locomotive Department Administration of that railway was accompanied by low costs under another head. I said that the cost of shed repair and cleaning staff per engine on the line is the lowest on the Assam Bengal Railway. These things go together: an increase under one head must be accompanied by a reduction under another.

**Diwan Bahadur T. Rangachariar:** Therefore, Sir, I hope the Finance Committee made that sort of investigation in respect of these particular complaints. My Honourable friend has proposed reductions and carefully selected these items from these various heads; he has selected certain railways under locomotives; he has selected certain railways under engineering; and he has given reasons for that proposal.

My Honourable friend has not answered those criticisms but he has levelled a general criticism at some of the

[Diwan Bahadur T. Rangachariar.]

extravagant assertions made by my Honourable friend upon other matters. The matter with which we are now concerned is establishments, and I want a definite explanation as to this increase on these particular railways. Why should there be this increase? Comparative statistics should not be so lightly ignored. There should be some limit beyond which certain railways should not increase their working expenses. I mean there cannot be a difference ranging between 2 and 7 or 2 and 10. If certain railways can work at 2 rupees per mile why certain other railways should work at 10 rupees requires some explanation and close examination. And I hope these things are being done and I do trust, Sir, that this detailed criticism of my Honourable friend will not be disregarded; on the other hand, they should be received with open arms both by us and by the Finance Department of the Government of India.

**Mr. G. G. Sim:** I should like to explain to Mr. Rangachariar that that forms one of the main parts of my work. I have not been able to supply the Finance Committee or to anyone else a complete explanation of the reasons why the costs of working are not the same everywhere. I can always give general reasons but it has not been possible yet to work out to an absolute fraction in the way suggested by Mr. Rama Aiyangar the reasons for the exact difference in the cost of different lines. One reason is this: these statistics which the Honourable Member is quoting have only been kept up for twelve months. We had other statistics before and these statistics are the first actual statistics we have up to date. It will be possible in time, I hope, to explain more accurately the reason for the difference in hauling a train, say, up the Ghats at Bombay as compared with the cost of hauling a train on the plains of Madras. But I am quite unable to give the Honourable Member a statement as to why it costs exactly a certain multiple of the Madras figure. But these statistical statements, as the Honourable Member has just pointed out, are sent round to the Agents every month. They are carefully analysed in the Railway Board's office and every figure to which we consider that the Agent's attention should be drawn we send out to him in raised block figures and whenever any member of the Board visits the headquarters of a particular railway the matter is fully inquired into. I want the Honourable Member to understand that I did not for a moment mean to say that you cannot use these statistics when contrasting the increases of expenditure on the different railways. You can. You can use them in exactly the same way as the Incheape Committee could use them. But my objection to Mr. Rama Aiyangar's proposal is this that what he proposes to do is to hit on an average under particular heads and to insist that no railway in India shall be worked at more than that average. Now, that is an impossible proposition from every point of view. (*Diwan Bahadur T. Rangachariar:* "No one said that.") That is exactly what he did say. That is what we object to. I kept my office working for the last three nights trying to find out how exactly he arrived at these figures. I have got it worked out to the last pie. He took a certain figure in the middle and said now nobody shall exceed it, no matter how high the gradient or how far from the coalfields a railway may be, you must be kept down to these figures. Now, Sir, I appeal to the House that that is not the way to run a railway. (*Diwan Bahadur T. Rangachariar:* "I quite agree.") That is the way to ruin a railway.

**Mr. K. O. Neogy:** Sir, a reference has been made by the Honourable Mr. Sim to the fact that when this question was brought before the Stand-

ing Finance Committee on Railways, my Honourable friend Mr. Rama Aiyangar did not get much support. I should like to point out to the House that the Standing Committee for Railways met only for four days, and worked on an average for about 2 hours or 2½ hours every day, that is to say, we had not more than 8 or 9 hours to devote to this entire Budget; and it is rather unfair to conclude, as Mr. Sim has done, from the vote of the Finance Committee on this particular matter, that the Committee were in a position to examine this question in as great detail as my Honourable friend Mr. Rama Aiyangar wants us to do. As a matter of fact, Mr. Rama Aiyangar himself had not the time to place the entire case before the Committee nor had we the time to hear him out.

**Mr. G. G. Sim:** I think the Honourable Member himself moved the closure.

**Mr. K. O. Neogy:** I did not. (*A Voice:* "You did"—referring to Mr. Sim.) I am quite willing now to sit down along with Mr. Sim and other members of the Committee to examine all the arguments that Mr. Rama Aiyangar has advanced to-day in support of this proposition.

**The Honourable Sir Charles Innes:** It seems to me, Sir, that Mr. Neogy has hit upon the right solution of this question. Mr. Neogy has explained that they tried to consider Mr. Rama Aiyangar's suggestions in the Standing Finance Committee, they discussed it for two hours and they found that they could not be supported. Mr. Neogy made it perfectly clear that he did not think that the proposals had been sufficiently considered. Well, Sir, it is always much easier to consider proposals of this kind when you have got 8 or 10 men sitting round a table, and if the Standing Finance Committee in the course of two hours were unable to understand Mr. Rama Aiyangar's proposed methods of cutting down railway expenditure, it seems to me even more impossible that this Assembly, in the short space of one hour, could understand what Mr. Rama Aiyangar was driving at. I fully recognise—we all fully recognise on this side of the House—that Mr. Rama Aiyangar does pay the very greatest attention to the Railway Budget and does work very hard on it. I am greatly obliged to him for so doing. It seems to me that the proper way for us to deal with this matter is this. We in the Railway Board will have a careful critical analysis made of Mr. Rama Aiyangar's method and we will have that critical analysis placed before the Railway Finance Committee. I have not the slightest doubt myself that we should be able to establish our point of view as against that of Mr. Rama Aiyangar. But it seems to me that that is the proper way to deal with this matter, and on that understanding I hope that Mr. Rama Aiyangar will not press his proposal.

**Mr. K. Rama Aiyangar:** Sir, I hope you will permit me to reply to the points raised by my Honourable friend. My friend Mr. Sim quoted the Acworth Committee for what I have said about the Retrenchment Committee. That seems to be a clever method of meeting me.

**Mr. President:** Order, order. If I allow the Honourable Member to continue the debate, then the debate must be continued by others. A new situation is created by the suggestion made by the Honourable the Commerce Member, and if the Honourable Member accepts it, there is no use of continuing the debate. (*Voices:* "Withdraw.")



**Mr. K. Rama Aiyangar:** I cannot. The whole statement is not correct. When I took up this question in the Finance Committee, in a minute everybody said he had not got the books in time or he had not studied the books, and then it was closed. The Honourable Mr. Sim says they gave two hours' attention to it and that at last they came to that conclusion. On the other hand, they left a note that they had no time to consider the matter in detail regarding each railway and that they would take objection whenever they saw fit later. I think the note shows that. It is said now in the House that it was considered and that there was a two hours' discussion. I really am sorry. If my Honourable friend has been working at it for five days and has not been able to trace it, it is not my fault.

**Mr. Darcy Lindsay:** I move that the question be now put.

**Mr. President:** I only pointed out to the Honourable Member that a proposal had been made by the Honourable the Commerce Member and that if it is the Honourable Member's intention to accept it, then there was no use wasting the time of the House by going on with the debate. If he continues to believe that this is the right place for discussing these matters, he is perfectly entitled to do so.

**Mr. K. Rama Aiyangar:** All the Members of the Finance Committee are here. Let them decide it.

**The Honourable Sir Basil Blackett:** Sir, may I add one more plea to the Honourable Member to withdraw this proposal? The proposal is that the total should be cut by Rs. 80 lakhs. These estimates represent the best estimate in the time available of the amount that is expected to be required to meet this expenditure. If Rs. 80 lakhs is cut off that, it does not alter the fact that for the time being at any rate, until they are further convinced of the advisability of accepting such a large cut, Government must estimate their expenditure at the amount including the Rs. 80 lakhs. If the House makes a cut of this sort it cannot, if we are correct in our point of view, cause the expenditure on the railways to go down by Rs. 80 lakhs. These are estimates and they are the best estimates that we can frame. We have suggested to the House that the arguments which have been put forward by Mr. Rama Aiyangar should be fully examined by the Railway Standing Finance Committee after being examined by the Railway Financial Commissioner and his staff and explanations given, and I am sure I can speak on behalf of the Railway Department when I say that, if the Railway Department is convinced that these Rs. 80 lakhs or any part thereof can be saved during this year, they will save every rupee of it. (*A voice:* "Accept the cut.") The Government cannot accept the cut. If they accept the cut they are simply putting themselves in the position of either pretending that the estimate of their expenditure during this year will be Rs. 80 lakhs less than they are honestly convinced it will be, or they must necessarily consider, what they are most anxious not to, the possibility of other steps to validate the expenditure. I do appeal to Mr. Rama Aiyangar in these circumstances to withdraw his motion.

**Mr. K. Rama Aiyangar:** I will leave it to the House to permit me to withdraw.

**Mr. President:** The Honourable Member must ask leave to withdraw the motion.

**Mr. K. Rama Aiyangar:** I ask leave to withdraw my motion.

The motion was, by leave of the Assembly, withdrawn.

**Pandit Motilal Nehru:** May I ask, Sir, why the motion has not been put?

**Mr. President:** The Honourable Member does not seem to be aware that when leave is asked to withdraw a motion, unless it is objected to, the motion is automatically withdrawn.

**Pandit Motilal Nehru:** I did say "No" when leave was asked.

**Mr. President:** I must regret I did not hear that. When I put the request for leave to withdraw, the Honourable Member did not rise in his place in order to say "No," otherwise I should have seen him and the matter would have gone to a division. Where leave is refused, then the decision on the motion must rest with the House. But where leave is not refused the reduction proposed is automatically withdrawn.

**Pandit Motilal Nehru:** I did say "No" when the question was put.

**Mr. President:** I am very sorry that I did not hear the Honourable Member.

#### RECOMMENDATIONS OF THE LEE COMMISSION.

**Mr. N. C. Kelkar** (Bombay Central Division: Non-Muhammadian Rural): I beg to move that the Demand under the head "Working Expenses: Administration" be reduced by Rs. 37 lakhs with reference to the recommendations of the Lee Commission.

**Mr. President:** Motion moved:

"That the Demand under the head 'Working Expenses: Administration', be reduced by Rs. 37 lakhs."

**The Honourable Sir Charles Innes:** I have an offer to make to the House in regard to this motion. As I have explained in my budget speech, this question of whether or not the Lee Commission's concessions should be extended to the officers of the East Indian Railway and the Great Indian Peninsula Railway and of other Company railways has not yet been finally decided by the Government of India. In fact, it has not been placed before the Governor General in Council. That being so, I personally am in a very difficult position because, as I said, I speak as the representative of the Government of India, and if this motion were discussed, then, as I could not speak on behalf of the Government of India, I could not speak at all. That being so, if my Honourable friend Mr. Kelkar will withdraw his motion I on my part am prepared to withdraw this provision from the Budget. When the question has been settled by the Government of India, then if necessary I will come up with a Supplementary Demand for Grant in the September session and I undertake that we will not actually give these concessions to any of these officers until the House has had an opportunity of discussing them. The only thing that I have got to make clear is that, if the matter is held up in this way, we may have, if we wish to give the concessions, to give them with retrospective effect in the same way as we gave them to the other officers with retrospective effect. In these circumstances I hope that Mr. Kelkar will withdraw his motion on the understanding that we will cut this provision out of the Budget.

**Pandit Motilal Nehru** (Cities of the United Provinces: Non-Muhammadan Urban): So far as I have been able to understand my friend the Honourable Sir Charles Innes, he is prepared, in fact he has offered, to withdraw this item from the Budget. When that is done there is nothing more to be said about it and the motion made by my friend Mr. Kelkar falls to the ground. The Demand, I understand, is withdrawn so far as it relates to this item. The Demand includes this item which forms the subject of the motion of my friend Mr. Kelkar and the idea as I understand is that the Demand to that extent be withdrawn, to be put up again before this House in the form of a supplementary demand later on when it is ripe to be considered by this House after being sanctioned by the Government of India. It will then be time of course to take any objection which may arise on the merits.

**The Honourable Sir Charles Innes:** If my proposal is accepted, I suggest to you, Sir, that you will subtract 37 lakhs from the demand under this head.

**Pandit Motilal Nehru:** What I meant is this. If the demand itself is withdrawn, then there is nothing for us to quarrel about or to vote upon.

**Mr. President:** It is impossible for me to put the question except in the form proposed by Mr. Kelkar; and I gather from the speech of the Honourable the Commerce Member that my Honourable friend, the Pandit, will have a unique opportunity of voting with the Government.

**Mr. A. Rangaswami Iyengar:** On a point of information from the Honourable the Commerce Member, I want to know whether, when he said, "if necessary," he meant that there will be a Supplementary Demand put forward, or whether by "if necessary" he meant that when the Government have decided upon giving them these extra allowances, whether they are going to make them votable or non-votable.

**The Honourable Sir Charles Innes:** What I meant by "if necessary" is "when a decision has been arrived at". If the decision of the Governor General in Council is in favour of these concessions, then we shall have to come before the House with a demand for a supplementary grant. That is all I meant.

**Mr. M. A. Jinnah** (Bombay City: Muhammadan Urban): \*I want to make it clear that the offer of Sir Charles Innes is made with a certain statement, first, whether these concessions should be given at all and, secondly, whether they should have a retrospective effect. This House is no party to that, and therefore I do not see what is the difference, provided it is not understood that we are a party to any of the reasons stated by Sir Charles Innes.

**The Honourable Sir Charles Innes:** I do not suggest that at all.

**Mr. M. A. Jinnah:** It really comes to this, that Sir Charles Innes accepts the motion of Mr. Kelkar.

**Mr. President:** The question is:

"That the Demand under the head 'Working Expenses: Administration' be reduced by Rs. 37 lakhs."

The motion was adopted.

\* Not corrected by the Honourable Member.

## INDIANISATION OF THE HIGHER RAILWAY SERVICES.

**Mr. M. K. Acharya** (South Arcot *cum* Chingleput: Non-Muhammaddan Rural): I thank you for giving me this opportunity of having my say on the demand respecting the general administration. I may assure the House at once that I am not going to display those intricacies in respect of statistics and statistical knowledge with which my friend the Honourable Mr. Rama Aiyangar has been able to confound the House a little while ago. I will confine my remarks to a few general observations and considerations which have led me to criticise the Demand under this motion, and desire to cut it by Rs. 20,00,000. I wish this to be made for two reasons: firstly, as I hope to be able to show, to bring about effective Indianization in the higher services of the railway administration; and secondly, to bring about some greater retrenchment than it has been possible perhaps to get in the last year. And before I go further, Sir, I consider it very desirable that I should point out how in this matter most of us who on this side of the House have got this difficulty; we have to make general observations with respect to railway administration as with respect to every other Department of the general administration; and often times of course we have got to make very unpleasant observations; but they are not intended, and I hope they are not taken to be intended, as any reflection against any Honourable Members who are responsible for these things. For instance, when we say that the railway administration has been during the past many years purely run by what may be called foreign exploiters, that it has not been a national concern, we do not mean to cast any reflection upon those who are now responsible to the House for placing this Budget before us. We refer only to an historical fact. The Railways in their origin and in their objective, in their methods of work have not been national up to date, and are not even to-day national; they may in the course of time become national; and then of course we shall withdraw that remark. I said that, if we had had this as a national concern, and if this House had been able to go year by year into the details and had exercised some kind of check by the representatives of the people, it would be more easy to see how exactly all these various items of reform and retrenchment could be brought about. As it is, we find that the railway administration up to date has been marked by a great deal of what we think, and what we have very good reason to think, to be racial discrimination. The Honourable the Commerce Member in his opening speech referred to it, and said that attempts are being made to Indianize the services. I am glad to hear that, but I must state that so far as the progress made up to date is concerned, it has not been satisfactory.

**Mr. G. G. Sim:** May I ask if the Honourable Member is in order? I think there are two other motions on Indianization.

**Mr. President:** I will explain the position. My difficulty which I proposed to get over by not calling the Honourable Member, was that he had given no indication of the subject he proposed to discuss. But I had down as the next either all the motions relating to the unsatisfactory arrangements for passenger traffic, or the one in the name of five Honourable Members, who are working together, on Indianization. If the Honourable Member now chooses to move his reduction of 20 lakhs of rupees with Indianization as the basis for the reduction, then those motions, namely, Nos. 58 to 60, possibly 61 and 62 and 70 I think had better all be taken with his.

**Mr. M. K. Acharya:** I said, Sir, it was partly for retrenchment.

**Mr. President:** Retrenchment we have disposed of. The Honourable Member heard a speech for nearly an hour on that.

**Mr. M. K. Acharya:** Yes, Sir, regarding a reduction of 80 lakhs, but a reduction of 20 lakhs may now be moved.

**Mr. President:** Not on the basis of the decision made. The motion for reduction in the name of Mr. K. Rama Aiyangar was withdrawn on the distinct understanding that these proposals would be placed before the Standing Finance Committee for discussion, and on that understanding I do not think I can allow the debate to proceed any further here. The Honourable Member might make his motion for a reduction of 20 lakhs on the basis of Indianization, not Indianization of the Railway Board but of the railway services.

**Mr. M. K. Acharya:** I do not understand your decision, Sir.

**Mr. President:** This is precisely the difficulty we get if Honourable Members do not indicate in their motions for reduction what they want to discuss. I ignored the Honourable Member because of that. When he challenged me, I gave him his right, and when I asked him what he wanted to discuss, he told me "retrenchment and Indianization". Retrenchment is out of order. Indianization is in order. He is entitled to discuss Indianization.

**Mr. V. J. Patel:** Then No. 43, which deals with a cut of Rs. 2 lakhs under the head of London Board's establishments, is also out of order?

**Mr. President:** The way it has been printed is purely an accident; it comes in front, but it ought really to come in below.

**Mr. M. K. Acharya:** I thank you, Sir, for your last ruling. That is just the point I was trying to elaborate, what I consider and what many of us consider to be racial discrimination in the administration of the Railway Department when this interruption came in. It is said that a greater number of Indians are not employed in the railway administration chiefly because a larger number are not found competent, that it will take a certain number of years, and that when more and more Indians become fit, they will rise to the higher places in the railway administration, or at any rate will certainly be given their chance. Here I have got some figures from the statistics appended to the statements in the explanatory memorandum and referred to in the opening speech of the Commerce Member also, namely, that 310 is the present number of Indians in the higher posts of the Railways. Now the total number is very roughly 1,800, and there has been last year an increase from about 280 to 310, that is, an increase of 30. The total number is 1,800. Supposing we take the standard which was laid down by the Public Services Commission ten years ago that fifty per cent. of these places should be given to Indians, in order to get up to 900 at the rate of thirty a year, it will take us 20 years. Well that in the opinion of most of us will be an unduly long period. We, therefore, want that this process of Indianization should be accelerated. We desire that if possible within the next few years Indians must come to hold at least fifty per cent. of the gazetted officers' places in the various administrations. Let me take the next class, namely, of superior railway subordinates which is given in the statement No. 2. Roughly speaking, there are about 8,000 higher paid subordinate staff employed on the Railways, of whom Indians are 1,929. I would take the figure at say 2,000 Indians.

Now, during the last year there were about one hundred entertained in this class. If you are to go on at that rate to 50 per cent., if you are to get even 2,000 more at the rate of 100 per year, it will take us 20 years more. Here again, namely, for Indians in the class of the higher-paid subordinate staff, to get 50 per cent. of the total places in that class it will take 20 years. In the case of the gazetted staff it will take 20 years, and in the case of the subordinate staff also it will take 20 years. Of course you may include the 7 lakhs and odd men who are all Indians; it is no great relief to know that these who get wages ranging from Rs. 7 to Rs. 100 and odd—that these as a matter of course are Indians. Now I wish to have the vote of this House on this point as to whether this is a fair rate of advance—at the rate of thirty Indians a year in the gazetted ranks; whether the rate of one hundred a year in the higher-paid subordinate staff is also a fair rate of advance. And what is the argument advanced against us? That not more Indians are found to be fit. Here I have some figures which I have taken from the Classified List of State Railways. Let me for a moment examine these figures. Here is the Engineering Department relating to the 2nd class of higher paid subordinate staff. Out of 241 here 120 are Indians and 121 are non-Indians; so that with respect to the Subordinate Staff in the Engineering Department, I, for one, should not at this moment have any grievance. Why? It is because that in the Engineering Department there is an examination test. Anybody through patronage alone cannot become an overseer or a sub-engineer. Wherever indeed there is an examination, wherever there is the question of fitness and capacity tested by open examination, there the Indian holds his own. It is thus he has got already his due share of 120 out of 241 in the Engineering Department. Take the Traffic Department on the other hand. Out of 466, I am talking of the three State Railways, according to the Classified List for 1923-24, which was in my hands,—out of 466 places, 66—only 66—were Indians and 400 were non-Indians. Here I think is the most emphatic indication, the strongest proof, that where it is not a matter of examination, where it is not a matter of education test, where it is only a vague assertion of who is fit and who is not fit, untested, uncorroborated, by any other qualification externally, the Indian is not preferred. In such cases it is a question of patronage and the patronage goes to the non-Indian.

**Mr. W. M. Hussanally:** Does the Honourable Member forget that the Non-Indian possesses hereditary aptitude?

**Mr. M. K. Acharya:** Yes, I will come to that. In the Locomotive Department, there are 9 Indians and 190 non-Indians. In the Medical Department, where again nobody can become a medical man without some sort of training, some sort of qualification, some sort of fitness, there are 7 Indians out of 35. There also it is not so bad, because Indians are at least one-fifth in the Medical Department. But in the Locomotive Department and in the Traffic Department, the Indian does not find adequate place, because there is no educational test, there is no other test than the test of patronage; and in the Department of Carriage and Wagons and Stores, out of 347, 51 are Indians and 296 are non-Indians, which can only be justified by the plea, as my friend reminds me, of heredity. All this is justified by the plea of heredity. I do not know how long Anglo-Indians have been on the stage of the world, for 200 or 300 years; and whether 200 years will produce such a great instinctive capacity to do certain things in life. This is Darwinism with a vengeance!

**Mr. Bipin Chandra Pal:** I want to know if the Honourable Member by the term Indians includes Anglo-Indians also or non-Anglo-Indian Indians.

**Mr. M. K. Acharya:** So far I have referred to Anglo-Indians separately and the Mussalmans and others separately, the Indian as apart from the Anglo-Indian; in fact in these lower grades, of which I am speaking, I do not believe there are many Europeans, perhaps . . . . .

**Mr. C. D. M. Hindley:** May I ask the Honourable Member where he got the figures he is reading from? I do not know what he is reading.

**Mr. M. K. Acharya:** From the Classified List for 1923-24.

**Mr. C. D. M. Hindley:** Has the Honourable Member separated the number of Indians from Anglo-Indians in those figures?

**Mr. M. K. Acharya:** Yes, I have; very roughly they correspond to what is given here in the table. These all come under the 1,929 in table 2, namely, the statement of higher paid subordinate staff of State-worked Railways. We find the total in Column 7, under the heads of Europeans, Anglo-Indians, Mussalmans, non-Mussalmans. This is the classification in the official Table. Europeans, Anglo-Indians, Mussalmans and Non-Mussalmans. Out of 7,821 for 1924, we find 2,921 are Europeans, 2,971 are Anglo-Indians, 234 Mussalmans and 1,695 other Indians who are not Mussalmans, or 1,929 Indians. I have put it roughly at 2,000; I have been charitable enough to put it at 2,000, that is, 2,000 for all the State Railways, namely, the three State Railways for which there is the Classified List maintained for 1923-24; and I spent two or three days to note down the number under each head. I could not make out the difference as to how many were Europeans and how many were Anglo-Indians from the names. From the names certainly I could find out how many Mussalmans there were and how many other Indians there were. From that list I find that this is about the average. It may be quite possible for a hyper-critic to say that where I have said 241, it really is 247 and where I have said 130 it might be 135, and so on! I was looking into, as I said, the Classified List of 1923-24. The Classified List of 1924-25 may give figures which may be slightly more or less than the previous lists but I do believe that the average is going to be about the same. My contention is that these figures amply eloquently prove that undue preference and patronage has been given to Anglo-Indians; and this is sought to be justified by the fanciful theory of racial or hereditary aptitude! But in the name of sanity I ask what is all this theory of special heredity with respect to a community which has only been in existence for 200 years. The whole thing is this, that as regards these people there is no examination test at all. It is only a question of recruiting people on sheer favouritism. The department has been taking lot of Anglo-Indians and a lot of Europeans, as a matter of favour, without any rigid test at all, into the Traffic, Locomotive, Carriage and other Departments. That is one of the conclusions to which I have come from the scrutiny of the facts and figures before us.

Secondly, Sir, I wish to point out that some attempt was made, some years ago, for instance, on the North-Western Railway to induce some graduates who were to join. I am told an attempt was made in 1918 as well as in 1920 to induce some graduates to join. Ten graduates joined in one year and six of them left out of sheer disgust after two years because they were not preferred in the manner that they ought to have been preferred or in the manner that Anglo-

Indians recruited at the same time have been preferred. I have got here some of their names even. For instance, out of the men who got into the service almost at the same time, the Indians were kept down on Rs. 75, Rs. 100 or Rs. 175, whereas the Anglo-Indians and Europeans have risen. There is one Anglo-Indian who was appointed in 1918 on Rs. 150; he is now drawing Rs. 550. Another Anglo-Indian was appointed on Rs. 150; he is now drawing Rs. 350. Another was appointed in 1919 on Rs. 150; he is now drawing Rs. 550. Another, who was appointed in 1923, is now drawing Rs. 310. Out of the Indians who were taken on Rs. 75 or Rs. 100 and who were all B. A.'s some of them being LL.B.'s, six left in disgust and the remaining 8 or 10 are drawing only between Rs. 100 or Rs. 175. These are the concrete instances which will go to show that the encouragement given to pure Indians has not been adequate at all. There are 1,800 officers who are holding posts of gazetted rank; and there are some 8,000 who are in the rank of higher paid subordinates. Out of these there are only 310 and 2,000 Indians respectively. My concrete suggestion is this, and that is how I have come to the figure of 20 lakhs. I have been carefully looking into the Classified Lists. I find that there are a good many officers, at least 50, who belong to the higher ranks of the State Railways alone who have put in more than 31 years service. They entered the department, I think, before 1893 and they have put in 31 years service and are more than 55 years of age. They are all kept on whether there has been work for them or not. As you will presently see, their number has been increasing from year to year. There has been very little reduction in the number of highly paid officers during the past three or four years or perhaps during the last 10 years. On the other hand, their number is always increasing. The number of Indians however has not increased in the same way. My suggestion therefore is that those who have put in 30 and more years of service would have to be told in the most respectful language that they had better go away and make room for others who are waiting for their promotion; and that in these vacancies Indians ought to be put in at once. That is one point. I find from the budget estimate that is put before us that you want 45 lakhs more under the first 11 or 12 headings. You want 2 lakhs more for Agency alone over and above last year's revised budget. You want 15 lakhs more for Engineering, 11 lakhs more for Traffic. All this is over and above the revised estimates of last year. Altogether an increase of 45 lakhs is asked for this year over the revised estimate of last year. Why should we not have a cut of at least 20 lakhs, retrenchment to this extent in the superior grades, so that more Indians may be taken in in the lower rungs of the ladder. I wish that this old cry, this old and righteous cry about Indians not being preferred may at least now, when the Railway Budget is for the first time being separately discussed in this House, may now at last be satisfied and this great and long-standing grievance may be rectified. We want more Indians I repeat, and we want the huge difference between the superior and the inferior ranks to be bridged. It cannot but be a matter which goes to the heart of every Indian that the difference between the lowest salary in the railway and the highest salary is something horrible. Rs. 7 is the lowest salary given on the railway. Rs. 3,500 is the highest. The proportion is 1 to 500. This must be reduced. But, Sir, as you have ruled this is out of order I shall not go into it; I admit it would come more rightly under the head of retrenchment or under economy; but I have the figures of a number of railways of almost all countries excepting England; and in these the proportions are 1 to 21, 1 to 32 and so on, never 1 to 500.



[Mr. M. K. Acharya.]

And, lastly, Sir, before I sit down I must refer to the horrid official statement of how economy was effected last year. 83 lakhs was cut off last year under establishment we read on page 26 of the Railway Board's Report for 1923-24. Vol. I. Who were the persons reduced? Not the highly paid officers, their number has gone up. Not the second class subordinate staff; their number has gone up also. Who then were reduced? The poor Indians on salaries of Rs. 7 to Rs. 100, they have been reduced, these were the poor men who were either sent out or whose salaries were cut! I read from page 27 of Vol. I of the Railway Board's Report for 1923-24. The report says:

"The charges in connection with station masters, clerks, porters, pointsmen, gate-keepers, signal men, station servants, etc., were reduced from 112 to 95 lakhs, that is to say, by 17 lakhs". The expenditure on Guards was "reduced from 17½ to 15½ lakhs," and so on.

These were the persons sent away. The retrenchment was not in the higher paid staff not in the gazetted officers, but in respect of signal men, porters, pointsmen, these were sent away and 17 lakhs of retrenchment effected; other poor men were sent away and 83 lakhs altogether was cut down. All this wonderful narration finds place on page 27 of the Board's Report. Sir, I cannot help being struck aghast at this kind of economy, at this kind of Indianisation. So many thousands of poor fellows are sent away, and on the other hand demands are made for the comforts of the higher grade officers. I have almost a mind to repeat the Biblical saying though it was used in a different sense of old, that to him that hath more is given and from him that hath not is taken away even that which he hath. I therefore appeal to this House in order to put in more Indians, in order to Indianise the Railway Department properly, to see that some of those who are superannuated are sent away and reduction made in the proper place. Indeed this House will fail to do its duty if it does not on this occasion make such an emphatic if not substantial cut as to show the determination of this House that Indians shall find their due share in the administration of the Railway Department.

**Khan Bahadur W. M. Hussanally** (Sind: Muhammadan Rural): Sir, the grievance which has just now been voiced by my friend on my right is perhaps as old as myself. It has been brought forward here several times and promises have been made from time to time that Indianisation will be had recourse to on the Railways in India at a more rapid pace, but the other day the cat was out of the bag, and the Honourable the Commerce Member said that the Anglo-Indian had a hereditary capacity for work on the Railways. My Honourable friend Mr. Kelkar thereupon put a very pertinent question which perhaps nobody took notice of and it was not answered. (*Mr. K. Ahmed*: "Then why did you take notice?") So far as the hereditary capacity or capability of Anglo-Indians is concerned for work on the Railways it may be safely doubted. For one reason if for no other; the offices and positions enjoyed by these men as a rule are not such as require any long hours or tedious hours of duty without food and without rest. They are generally station masters, carriage examiners, guards on mail trains and passenger trains (but not goods trains) and the like who have got fixed hours of duty. Guards and drivers on mail trains and passenger trains, as we are all aware, have got fixed

hours, so that they run from one point to another, do duty for 6, 7 or 8 hours and off they go. But a poor Indian guard has to run very slow and perhaps is detained on the way for a number of times and he reaches his destination far beyond his time. As soon as he reaches there, perhaps after 10 or 12 hours duty, he is booked out again within a couple of hours, or 3 or 4 hours, or say even 6 hours. Can it be said that this poor devil has had sufficient rest and food before going out again? How then can these Anglo-Indians be said to have a hereditary aptitude for this kind of work? May I ask if the Anglo-Indian is of a different make than an Indian? If not, why should he have a different capacity for work than an Indian? As a matter of fact there are thousands of Indian guards, drivers and station masters working on Indian railways. They have been working well. No complaint has been made with regard to their capacity for work. Why then should an Anglo-Indian be preferred to an Indian? These poor devils of Indians get very small pay. An Indian guard will get only Rs. 50 or Rs. 60 to start on and will perhaps after about 20 years' service have hardly risen to Rs. 100 or Rs. 125, whereas a raw youth of an Anglo-Indian or European will commence on Rs. 75, Rs. 80 or Rs. 100, and by the time he has put in about 5 years' service he has gone up to Rs. 200 or Rs. 300. These are grievances, Sir, which must be remedied and, unless a distinct promise is made that Indianisation of all these services on the Railways is to proceed much more rapidly than it has done in the past, I think the House will do well to pass a vote of censure by carrying this motion . . . .

**The Honourable Sir Charles Innes** (Member for Railways and Commerce): Twenty lakhs!

**Khan Bahadur W. M. Hussanally**: I beg your pardon. Oh no, no. If it is permitted I would propose an amendment of only Rs. 100, or if there is another amendment of Rs. 100 I will be content with that.

**The Honourable Sir Charles Innes**: Move an amendment.

**Khan Bahadur W. M. Hussanally**: If it is not to be moved by somebody else, will it be permissible, Sir, for me to move a formal amendment of Rs. 100? Then I move it.

**Mr. President**: Further amendment moved:

"To substitute Rs. 100 for Rs. 20,00,000."

The question I have to put is that amendment be made.

The motion was adopted.

**Mr. President**: The question is:

"That the Demand under the head 'Working Expenses: Administration' be reduced by Rs. 100."

**Dr. K. G. Lohokare** (Bombay Central Division: Non-Muhammadan Rural): Sir, I should at the same time merge my amendments 5 P.M. Nos. 76 and 52 in this and draw the attention of the House to the recruitment to the Medical Department . . . . .

**Mr. President**: The Honourable Member must know that we are now discussing Indianisation.

**Dr. K. G. Lohokare**: I am going to speak on that point only. It was with that motive that I put down an amendment, No. 76, about district medical officers . . . . .

**Mr. President:** The Honourable Member has put down two amendments, one of which relates to provident fund and gratuities and the other to leave rules and medical certificates, which seem to me quite a different thing from Indianisation.

**Dr. K. G. Lohokare:** No. 76, Sir, and not No. 78? Recruitment of district officers?

**Mr. President:** That is also in the Medical Department.

**Dr. K. G. Lohokare:** I think I move that with a view to suggest Indianisation of that department.

**Mr. President:** The Honourable Member has already got before him a reduction of Rs. 100 in order to draw attention to the question of Indianisation; the Honourable Member is perfectly at liberty to discuss Indianisation of the Medical Department if he wishes to do so, but we are now discussing the wider question.

**Dr. K. G. Lohokare:** I will simply speak on the question of Indianisation. The only thing that I have to draw attention to in these Railways, Company-managed and State-managed, is that the superior posts are always given to persons from outside. The profession in India is so much overdone here that the best medical graduates with first rate qualifications are employed on Rs. 200-250, while the district medical officers that the Railways have been employing on Rs. 700 or more are imported from outside—possibly persons of even lower qualifications than what are available in India. If you refer to the lists, Sir, you will find here that the latest recruits to the Great Indian Peninsula Railway are L. R. C. P's, and M. R. C. S's; and if you compare these with men who have fine careers and Indian University qualifications, I think both stand at least an equal chance. But even when there are Indians with foreign qualifications they are not taken notice of, while these persons are recruited directly from England. It is not only in the Great Indian Peninsula Railway but even in the East Indian Railway and even in the North Western Railway that this sort of thing goes on. Let me refer to the list of the North Western Railway. At page 85 of the Classified List we find that the latest recruits are from the Indian Medical Department and are put in the grade of Rs. 200-700, while Indians even with L. R. C. P. qualifications are put in the grade of Rs. 200-450. I do not know what explanation the railway management can give in this case. The Indian Medical Department is acknowledged to be inferior to University qualifications; still these men are put on Rs. 200-700. I find these entries:

.....Indian Medical Department, appointed on the 24th January  
1924.

.....Indian Medical Department, appointed on the 18th January  
1924.

.....Indian Medical Department, appointed in April, 1920.

All these appointments are from Rs. 200 to Rs. 700, while the Indians appointed on the same days are in the grade of Rs. 150-300 or Rs. 200-450. When it is once known that the Indian Medical Department qualification is less than the Indian qualification I do not know what justification the Railway Department has for giving these men appointments in the higher

grade leaving Indians who are properly qualified aside. I wish that the Railway Department, just as in the Engineering and other Departments of Government, should lay down a certain percentage of recruitment from the Indian University men. Government have accepted the principle of taking engineering and other graduates for the Engineering and other transferred Departments and Indianising the service almost up to 75 per cent. Similarly, here, when people are available, when properly qualified persons are available, when Indian medical professional people are almost striving hard for a livelihood in many cases, because there is no scope for them, even England-returned people do not get as much practice as they used to get formerly on account of the overcrowding of the profession,—yet we find here that persons from outside, persons of even less qualification than the Indian degree holders are imported on higher salaries. I should make it really a great concern of the House to lay down that a certain percentage of Indians, as far as 75, if not more, should be laid down for recruitment to the district medical officers on all Indian Railways. (*Dewan Bahadur T Rangachariar*: "He has done that already".)

**Mr. T. C. Goswami** (Calcutta Suburbs: Non-Muhammadan Urban): Mr. President, I have only a few words to say. Even if my words may not be important in themselves, the subject is one which needs to be especially emphasised in this House. As I was hearing the congratulations that were being showered on the Commerce Member on his Railway Budget speech I felt I could congratulate him on at least one thing—namely, window-dressing, especially in the paragraph on Indianisation in the speech which he delivered some days back. I read on page 8. The Honourable the Commerce Member said:

"These statements show that in the twelve months ending October 1924 the number of Indians in superior appointments rose from 280 to 310, . . . etc."

Well, Sir, it is not very difficult to juggle with figures. The Honourable the Commerce Member has presented us with a railway budget. I am prepared, Sir, to present him with my own railway budget especially in regard to Indianisation, and this budget, I can assure him, has been prepared entirely from publications of the Railway Department. I will not, Sir, deluge you with figures, as I do not propose to emulate a certain Honourable Member of this House. (*Mr. Darcy Lindsay*: "Place them on the table".) But I should like to draw the attention of the House to certain calculations which I have made from statistics supplied officially. (*Mr. K. Ahmad*: "You have not given us a copy".) I take the figures from the Classified List of Establishments for the State Railways, published by the Railway Board, corrected up to the 31st June 1924; and I find that on the North Western Railway only 8·4 per cent. of posts between Rs. 200 and Rs. 750 per month are held by Indians, and also that only 4 per cent. of the total amount paid in salaries are received by Indians. Taking the Eastern Bengal Railway and the Oudh and Rohilkhand Railway together, I calculate that, altogether, about 7·9 per cent. of the posts between Rs. 270 and Rs. 750 are held by Indians, and that 3·2 per cent. of the money altogether received as salaries between these two figures are taken by Indians. I have got here numerous other figures, but I do not think I shall take up the time of the House in reading out these figures. (*A Voice*: "Place them upon the table.") If the Honourable the Commerce Member wishes, I shall make a present of them to him. I should like to say one word. Mark this, I have not dealt with posts

[Mr. T. C. Goswami.]

carrying salaries above Rs. 750, where Indian percentages dwindle to mere fractions of unity. I agree with Government that the separation of the railway finance from the general finance may bring good, and may improve traffic convenience and confer other administrative benefits. I must at the same time point out very strongly that no good can result unless the separation of the railway finance is worked *bona fide*. I know that in the Railways the coolies and the lower grade clerks are Indianised, for, I suppose that could not be helped; and men who would be little better than porters in England have in many instances been given lucrative posts in supersession of Indians.

There is another point to which I should like to refer, and that is with regard to the so-called "hereditary aptitude" of the Anglo-Indians for railway employment. Now, Sir, I have no quarrel with the Anglo-Indians. There is absolutely no racial motive in any remarks that I wish to make on this subject. But I think it was distinctly improper for the Commerce Member to have made the remarks that he has made on page 8 of his speech. This is a statement which is almost open to ridicule. My Honourable colleague on my left, Diwan Chaman Lall, read out the other day a quotation from an official letter stating that Europeans had in their blood mechanical training. Sir, if it is suggested that in the blood of members of any particular community there are toy engines or toy wagons I think that is a very serious form of physiological disorder. The argument is ridiculous.

I would again urge on the Railway Member that unless the Separation is worked honestly and not merely with a view to an autocratic rule in the Railways, I think the Assembly will have to take serious notice of everything that is done, and keep a watchful eye.

**The Honourable Sir Charles Innes:** Sir, for the last 26 years I have tried to do my duty honestly by India and I do not think that a Member of this House, who as far as I know is at any rate not nearly as old as I am, should take upon himself to suggest that I am dishonest either in my motives or in my actions. I should have thought, Sir, that it was unnecessary for any Honourable Member to make an appeal to me to do anything honestly. I do not propose to say very much on this proposal. I am very glad . . . . .

**Pandit Motilal Nehru:** I did not understand the Honourable Member (Mr. T. C. Goswami) to make any allegations against Sir Charles Innes personally.

**The Honourable Sir Charles Innes:** If Mr. Goswami will explain what he really meant when he appealed to me to work honestly, I am perfectly prepared to accept it.

**Mr. T. C. Goswami:** So far as Sir Charles Innes is concerned, I am perfectly willing to make the statement he wants me to make. I never implied anything about his motives, and nothing against him or Mr. Hindley personally. But I certainly say that the Railway Administration, which does not consist merely of Sir Charles Innes or even of Mr. Hindley, should work honestly this very important matter in which they have recently got so much more freedom,

**The Honourable Sir Charles Innes:** I was glad to see, Sir, that Mr. Hussanally proposed that this cut should be reduced from Rs. 20 lakhs to Rs. 100. I must say that I should not have liked it had the House made a cut of Rs. 20 lakhs on the grounds put forward by the Honourable Mr. Acharya.

**Mr. M. K. Acharya:** I originally moved a reduction of Rs. 20 lakhs, but when you gave me your ruling, Sir, I accepted the reduction to Rs. 100 for discussing Indianisation.

**The Honourable Sir Charles Innes:** I was going on to say that the Honourable Member made a definite proposal that all members of the Indian railway service over 51 years of age should be summarily cleared out in order to make room for Indians, and I make bold to say that there is no other Honourable Member in this House who would have endorsed this proposal. But, as I have said, Sir, I do not wish to say very much about this subject. I have said all that I had to say in my budget speech. I want to tell the House that as regards gazetted officers in the State Railway service we have done in the last three years as much as any Department of the Government of India have done and that we have agreed in the future to do more. In the last three years we have made 76 appointments to the Superior Establishment of the State Railways. Of those 76 appointments 43 or nearly 50 per cent. were given to statutory Indians and if the number of Indians that were available was considered the percentage was 65. Of the 24 European appointments 10 were appointed to the Locomotive, Carriage and Wagon Department for which no suitable Indian candidates were available. I shall just follow that little point up by saying that only the other day I got certain figures about applications for apprentice posts and I think those figures are rather illuminating. For two posts in the Traffic Department we got 300 applicants. For 20 posts of apprentices in the Locomotive, Carriage and Wagon Department, we got 9 applicants. These figures are rather illuminating. (*Diwan Bahadur T. Rangachariar:* "What was the qualification?") (*Diwan Bahadur M. Ramachandra Rao:* "Were they advertised?") I think so. For two posts in the Traffic Department we got 300 applicants. (*Diwan Bahadur T. Rangachariar:* "Were any English qualifications insisted on?") Not that I know of. As regards the Superior Traffic Department I say there can be no complaint in this House. 53 per cent. of these appointments have been filled by statutory Indians in the last three years and we have agreed in the future to Indianisation to the extent of 75 per cent. Nobody can complain against that. As regards the subordinate establishment I am afraid I have got nothing more to say than what I said in my budget speech. The line I take is this. I say the Indian must have his chance. He must have an absolutely equal chance with the Anglo-Indian for recruitment and for promotion. Only so far I am willing to go and I am perfectly sure nobody in this House will want me to go further. I did say and I adhere to it that the Agents of the Railways are accustomed to Anglo-Indians and they like them. I made that remark because I myself on more than one occasion have discussed this very question with the Agents. They always tell me, "We have been accustomed to work with the Anglo-Indian all these years. He has made good. We like him for this sort of work." And they like to continue to recruit them. It is only in the Traffic Department that the trouble arises. As Mr. Acharya has said, the subordinate engineering department is practically Indianised already. (*A Voice:* "What about the Loco?") We have not got the men trained yet. As regards the Traffic Department we have got to

[Sir Charles Innes.]

give the Indian an equal chance to get into the department with the Anglo-Indian. Once they have got into the department, all I say is let the better of the two win. If the Anglo-Indian or the Indian is the better man, let the better of the two get along. And I think we have made an improvement in this matter in the last year and we will make a greater improvement in the future, because we are now starting this training school. The difficulty is entirely one of getting a man into the department and you could only do that by providing a proper means of training, and that is what we are doing.

**Mr. Bipin Chandra Pal** (Calcutta: Non-Muhammadan Urban): \*I desire to add just two sentences to make my position clear when I give my vote on this Resolution. When I vote for this Resolution, I want it to be placed on record that by Indianisation I mean the statutory Indian and not any particular section or caste or community of the composite Indian people.

**Maulvi Abul Kasem** (Bengal: Nominated Non-official): \*Sir, I rise to support this motion for reduction of Rs. 100 on the question of the Indianisation of the railway services.

My friend Mr. Goswami wanted to congratulate the Honourable the Commerce Member on what he said—on his ability for window-dressing. I take this opportunity, Sir, to express my appreciation of the lucid statement which has been sent to us with his statement on the finances about this question of the various classes of communities represented on the railway services. I admit that there has been some improvement of late years but the improvement has been very very slow and we want it to be more rapid. The Railway Board which stands for quick transit should not be so slow. In the period of transition and in the changing from European to Indian, there is one thing, Sir, which I want the House to remember. I have heard the speeches of Honourable Members when they referred to the figures and the striking differences between Europeans and Indians, and the classification of Indians as Anglo-Indians, Mussalmans and non-Mussalmans. I expected that my Honourable friend would have a word to say about the deplorable position in which the Moslem community is represented in these figures but I was sadly disappointed. In fact I was surprised to find that in some cases objection was taken to the fact that in this statement the Indians have been classed as Moslems and non-Moslems. It was said that if you want them to be classed as Anglo-Indian and Indians, why not as Moslems, Sikhs or Hindus? (*A Voice*: "Why not Shias and Sunnis?") It has been said that the Honourable Members here object to any particular department or a particular service being the monopoly of a particular community. I join hands with them and support them with all my heart, and I hope and trust that this will be remembered at all times and for all services. (*A Voice*: "Foreigners.") Foreigners or Indians, what I say is this. I appeal to the Honourable Member in charge of the Railway Department and also to this House to see that in the first place the proportion of Indians is increased and rapidly increased. I am sure capable men and efficient men are now available, as has been quite clear from the speech made by Sir Charles Innes and the applications received for the vacancies that he advertised. I believe, Sir,

\* Not corrected by the Honourable Member.

and I can assure this House that the number of qualified Muhammadans will not be wanting either in efficiency or ability to discharge their duties, and I hope that, as they go on increasing the proportion of the Indians in the services, they will remember that they have to increase more rapidly the proportion of Mussalmans in the gazetted services. In these services the proportion of Indians is 17 per cent. and the proportion of Moslems is only 2·29. In the subordinate highly paid services the proportion of Indians, excluding Anglo-Indians, is 24·66, but the proportion of Moslems is again 2·99. So these figures speak for themselves and I need not refer to it any more. The only thing I have to say is that this is due more or less in a small measure to the exercise of monopoly and patronage. I hope this will be given up.

**An Honourable Member:** I move that the question be now put.

The motion was adopted.

**Mr. President:** The original question was:

“That a reduced sum not exceeding Rs. 11,94,00,000 be granted to the Governor General in Council to defray the charge which will come in course of payment during the year ending the 31st day of March, 1926, in respect of ‘Working Expenses: Administration’.”

Since which an amendment has been moved:

“That the Demand under the head ‘Working Expenses: Administration’ be reduced by Rs. 100 in respect of the Indianization of railway services.”

The question I have to put is that that reduction be made.

The Assembly divided:

AYES—51.

Abhyankar, Mr. M. V.  
 Abul Kasem, Maulvi.  
 Acharya, Mr. K.  
 Ahmad Ali Khan, Mr.  
 Aiyangar, Mr. C. Duraiswami.  
 Aiyangar, Mr. K. Rama.  
 Aiyer, Sir P. S. Sivaswamy.  
 Aney, Mr. M. S.  
 Belvi, Mr. D. V.  
 Chaman Lal, Mr.  
 Chandra, Mr. Kamini Kumar.  
 Dalal, Sardar B. A.  
 Das, Mr. B.  
 Dasi Chand, Lala.  
 Dutt, Mr. Amar Nath.  
 Goswami, Mr. T. C.  
 Govind Das, Seth.  
 Gulab Singh, Sardar.  
 Hans Raj, Lala.  
 Hari Prasad Lal, Rai.  
 Hussanally, Khan Bahadur W. M.  
 Ivengar, Mr. A. R. Gaswami.  
 Jeelani, Haji S. A. K.  
 Jinnah, Mr. M. A.  
 Joshi, Mr. N. M.  
 Kazim Ali, Shaikh-e-Chatgam Maulvi  
 Muhammad.  
 Kelkar, Mr. N. C.

Lohokare, Dr. K. G.  
 Mehta, Mr. Jamnadas M.  
 Misra, Pandit Shambhu Dayal.  
 Misra, Pandit Harkaran Nath.  
 Muftuza Sahib Bahadur, Maulvi  
 Sayad.  
 Mutalik, Sardar V. N.  
 Nehru, Pandit Motilal.  
 Nohru, Pandit Shamlal.  
 Neogy, Mr. K. C.  
 Pal, Mr. Bipin Chandra.  
 Patel, Mr. V. J.  
 Purshotamdas Thakurdas, Sr.  
 Ramachandra Rao, Diwan Bahadur  
 M.  
 Rangachariar, Diwan Bahadur T.  
 Ranga Iyer, Mr. C. S.  
 Ray, Mr. Kumar Sankar.  
 Samiullah Khan, Mr. M.  
 Sarfaruz Hussain Khan, Khan  
 Bahadur.  
 Singh, Mr. Gaya Prasad.  
 Sinha, Mr. Ambika Prasad.  
 Sinha, Kumar Ganganand.  
 Svamacharan, Mr.  
 Tok Kyi, Maung.  
 Venkatapatiraju, Mr. B.



## NOES—39.

Abdul Mumin, Khan Bahadur  
Muhammad.  
Abdul Qaiyum, Nawab Sir Sahibzada.  
Ahmed, Mr. K.  
Ajab Khan, Captain.  
Ashworth, Mr. E. H.  
Bhore, Mr. J. W.  
Blackett, The Honourable Sir Basil.  
Bray, Mr. Denys.  
Burdon, Mr. E.  
Calvert, Mr. H.  
Clow, Mr. A. G.  
Cocke, Mr. H. G.  
Cosgrave, Mr. W. A.  
Crawford, Colonel J. D.  
Fleming, Mr. E. G.  
Fraser, Sir Gordon.  
Graham, Mr. L.  
Hindley, Mr. C. D. M.  
Hira Singh, Sardar Bahadur Captain.  
Hudson, Mr. W. F.  
Innes, The Honourable Sir Charles.

Lindsay, Mr. Darcy.  
Marr, Mr. A.  
McCallum, Mr. J. L.  
Mitra, The Honourable Sir Bhupendra  
Nath.  
Moir, Mr. T. E.  
Muddiman, The Honourable Sir  
Alexander.  
Muhammad Ismail, Khan Bahadur  
Saiyid.  
Naidu, Mr. M. C.  
Rhodes, Sir Campbell.  
Rushbrook-Williams, Prof. L. F.  
Sastri, Diwan Bahadur C. V.  
Visvanatha.  
Sim, Mr. G. G.  
Singh, Rai Bahadur S. N.  
Stanyon, Colonel Sir Henry.  
Sykes, Mr. E. F.  
Tonkinson, Mr. H.  
Webb, Mr. M.  
Wilson, Mr. R. A.

The motion was adopted.

## LONDON BOARDS' ESTABLISHMENTS.

**Mr. V. J. Patel** (Bombay City: Non-Muhammadan): Sir, I am not so ambitious as my friend Mr. Rama Aiyanger nor like my friend, Mr. Acharya. Mine is a motion for a cut of two lakhs of rupees from the London Boards' establishments. I move that the Demand under the head 'Working Expenses: Administration' be reduced by Rs. 2 lakhs.

Now Honourable Members will see that in the year 1923-24 under the head London Boards' establishments the amount of expenditure was Rs. 20,58,000. The provision made for the coming year is Rs. 20,24,000. Honourable Members are aware that the East Indian Railway London Board will not be required for the coming year and you will not require the London Board establishment for the Great Indian Peninsula Railway for 8 months, that is, it will be disbanded in the month of July. You will require it for the next 4 months. That means for 20 months you will have neither the Great Indian Peninsula London Board establishment nor the East Indian London Board establishment. For the East Indian London Board establishment you spent Rs. 3,12,000 for 9 months last year and for the Great Indian Peninsula London Board establishment you spent Rs. 2,86,000. That means that you spent Rs. 5,98,000 in 21 months. The average per month is Rs. 28,000 for these two Boards. Now, you will not require both these establishments for 20 months and you will be saving Rs. 5,60,000. If you take the actuals of 1923-24 and deduct Rs. 5,60,000 from that, you get Rs. 14,98,000. So according to this calculation you will require only Rs. 15,00,000 in the coming year to maintain your London Board establishments for the various railways. I, however, allow Rs. 8,26,000 more and thus make Rs. 18 lakhs. I propose a cut of Rs. 2 lakhs. That is a very modest amendment and I hope my friend Mr. Sim will have no objection to accept it. On the figures I have given it is quite clear that that establishment is really extravagant there. If you examine the figures for 1923-24 and compare them with the figures for 1924-25, the budget estimates and the revised estimates of the same year, you will find that you have gone miles away from the right figure of

1923-24. I therefore trust that Government will have no difficulty in accepting this small out.

**Mr. G. G. Sim:** Sir, I am sorry I cannot accept my friend Mr. Patel's motion. I also regret that I have very little knowledge myself as to what the details are which make up the total figure which is to be voted. I should like to explain that this is a matter in which no control is exercised from India. The contract with every company includes a provision in the following terms:

"In the working expenses of the company shall be included such sum or sums of money as shall from time to time be agreed upon between the Secretary of State and the Company as proper to be allowed in respect of the Company's office in London, the office expenses, Directors' fees and salaries of clerks and servants, except so much, if any, of the sum or sums mentioned in this sub-section which the Secretary of State shall especially determine as chargeable to Capital."

**Mr. V. J. Patel:** It is all the same votable.

**Mr. G. G. Sim:** It is votable. This is a contractual obligation of the Government and the determination of the amount to be allowed under all these different items is left under the contract to be settled by the Secretary of State. The House is aware that we have a Government Director on the Boards of each of these Companies who looks after the recommendations which the Board may make and it has always been left to the Secretary of State himself to determine the expenditure in London. The only explanation I can give regarding the variations of the figures is this, that there are certain charges in connection with leave allowances, payments, gratuities and other expenditure connected with the winding up of the Companies which will have to be incurred next year in connection with the Great Indian Peninsula Railway. (*Mr. A. Rangaswami Iyengar:* "Is that an establishment charge?") Not necessarily establishment charges but payments due to the winding up of the Company. They have to get any special allowances from the day the Company ceases to exist and the provision on account of the Great Indian Peninsula Railway for the next year is put at 2 lakhs. It was a fairly high figure this year but the Company had already begun to make payments to some of their retiring employees. I am sorry I cannot give any further information, but this is a matter which under the contract has to be left to the Secretary of State. It is a contractual obligation that it is impossible for us to avoid.

**Mr. A. Rangaswami Iyengar:** I am sure that the House will feel thoroughly dissatisfied with the so-called explanation which the Honourable Mr. Sim has given to it. He says that he does not know whether this cut could be made or could not be made. He does not say how this figure of Rs. 20,24,000 has been arrived at and he does not say whether the taking over of the Great Indian Peninsula Railway and of the East Indian Railway by the State makes any difference to the total expenditure under this head.

**Mr. G. G. Sim:** It involves the payment of terminal charges in connection with the staff.

**Mr. A. Rangaswami Iyengar:** In which case, we should like to know the calculations by which you have arrived at the figures of Rs. 20,24,000. You have told us that you are unable to give any further information. We say that this House, which has the right to vote this sum, has the right to say what it considers to be the proper expenditure that ought to be incurred by the Secretary of State in respect of these Companies' London Board establishments. It is our duty, now that these railways have been

[Mr. A. Rangaswami Iyengar.]

taken over by the State, to scrutinise the claims that are preferred on account of the establishment charges by these Companies. I take it that, notwithstanding the taking over of these two lines, the charges claimed for establishments under other railways should have gone up on some ground or other. My friend has not said anything about these particulars and on the face of it it is perfectly clear that the sum which my Honourable friend Mr. Patel has put down, namely, 2 lakhs, is the very minimum that could be saved by the Secretary of State if his officers are careful enough to examine the claims for establishment charges on the London Boards. He could certainly see that this cut of 2 lakhs is carried out. It is the duty of this House to convey to the Secretary of State its sense of what these establishment charges ought to be and it is his duty to come to terms with the Railway Companies in regard to these charges because they are votable by us.

**The Honourable Sir Basil Blackett:** Sir, the budget estimate for 1924-25 for these charges was, as has already been pointed out, Rs. 25,20,000. The budget estimate for next year—and you must compare like with like—is Rs. 20,24,000, a reduction of 5 lakhs. That reduction is a reduction between the estimate of this year and the estimate of last year. That reduction does represent, so far as we are aware of the facts, the savings that will come in the course of being effected as the result of the taking over of the East Indian Railway from the 1st of January and of the Great Indian Peninsula Railway from the 1st of July. The explanation that has been given to the House is one with which—I am not altogether surprised—they are not entirely satisfied. We are not at the present moment in possession of the figures that are asked for. On behalf of the Railway Department—and I have Sir Charles Innes' authority to say it—I wish to say that we shall be very glad indeed to get full statements as to what these figures represent and present them to the House. Our control over this expenditure is exercised through the Government Director who is appointed by the Secretary of State and the Secretary of State has the final word in regard to this matter. I do not think that the figures before the House justify them in coming to the conclusion that this cut ought to be made. We shall be very glad to place before the House the fullest particulars as soon as we can get them. But I would ask the House not to press for these figures now as they are not in our possession, and not to press this cut.

**Mr. Jamnadas M. Mehta:** Sir, when full particulars are available and the House is satisfied that these charges are due, a supplementary demand can be made. But to-day in the absence of any specific and convincing information, the House should not be asked to take a leap in the dark. It appears to me that the mathematics of the Railway Board is at fault. We find that Rs. 3,12,000 is the amount of the London Board establishment for the East Indian Railway in the revised estimates of 1924-25. The whole of it must go from 1925-26 because that Railway has now become a State line. And the Great Indian Peninsula Railway is to become State property in the course of a few months, and if you take its expenditure of the current year, it is Rs. 2,86,000. Most of that must also go. If you add all these and deduct the total from the amount provided in the Budget, the amount that we arrive at is certainly smaller than is put forward in this demand, and the total excess that you are charging is (as I have tried to work out) 5.98 lakhs of rupees,

**The Honourable Sir Basil Blackett:** There is a reduction of Rs. 5 lakhs.

**Mr. Jamnadas M. Mehta:** Then, Sir, why do you expect the House to agree to 5·98 lakhs more than are really due under the calculations involved under these establishment figures, and therefore Mr. Patel, as a measure of excessive caution, cut it down by 3 lakhs more, because we worked out these figures together (Laughter) and we thought there might be some other charge here and there which the Government might be obliged to incur which we do not realise at present. But making the fullest allowance for this, if not 3 lakhs, we feel certainly 2 lakhs are due to be reduced. Mr. Sim said he did not know the full particulars but only that Government had no control in this matter. That is not a very satisfactory position under which you come and ask the House to sanction a grant, and therefore on the calculations involved the Demand should have been 5·98 lakhs less than here, and 2 lakhs is thus the minimum this House should agree to reduce.

**An Honourable Member:** I move that the question be now put.

**Mr. President:** The question is that the question be now put.

The motion was adopted.

**Mr. President:** The question was:

“That a sum not exceeding Rs. 11,93,99,900 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1926, in respect of ‘Working Expenses: Administration.’”

Since which an amendment has been moved:

“That the Demand under the head ‘Working Expenses: Administration’ (London Boards’ Establishments) be reduced by Rs. 2 lakhs.”

The question I have to put is that that reduction be made.

The Assembly divided:

AYES—47.

Abhyankar, Mr. M. V.  
 Acharya, Mr. M. K.  
 Aiyangar, Mr. C. Duraiswami.  
 Aiyangar, Mr. K. Rama.  
 Aiyer, Sir P. S. Sivaswamy.  
 Aney, Mr. M. S.  
 Belva, Mr. D. V.  
 Chaman Lal, Mr.  
 Chanda, Mr. Kamini Kumar.  
 Crawford, Colonel J. D.  
 Das, Mr. B.  
 Duni Chand, Lala.  
 Dutt, Mr. Amar Nath.  
 Goswami, Mr. T. C.  
 Govind Das, Seth.  
 Gulab Singh, Sardar.  
 Hans Raj, Lala.  
 Hari Prasad Lal, Rai.  
 Iyengar, Mr. A. Rangaswami.  
 Jeelani, Haji S. A. K.  
 Jinnah, Mr. M. A.  
 Joshi, Mr. N. M.  
 Kazim Ali, Shaikh-e-Chatgam Maulvi  
 Muhammad.  
 Kelkar, Mr. N. C.

Lohokare, Dr. K. G.  
 Mehta, Mr. Jamnadas M.  
 Misra, Pandit Shambhu Dayal.  
 Misra, Pandit Harkaran Nath.  
 Murluza Sahib Bahadur, Maulvi  
 Sayad.  
 Mutalik, Sardar V. N.  
 Nehru, Pandit Motilal.  
 Nehru, Pandit Shamlal.  
 Neogy, Mr. K. C.  
 Pal, Mr. Bipin Chandra.  
 Patel, Mr. V. J.  
 Purshotamdas Thakurdas, Sir.  
 Ramachandra Rao, Diwan Bahadur  
 M.  
 Ranga Iyer, Mr. C. S.  
 Ray, Mr. Kumar Sankar.  
 Samiullah Khan, Mr. M.  
 Sarfaraz Hussain Khan, Khan  
 Bahadur.  
 Singh, Mr. Gaya Prasad.  
 Sinha, Mr. Ambika Prasad.  
 Sinha, Kumar Ganganand.  
 Syamacharan, Mr.  
 Tok Kyi, Maung.  
 Venkatapatiraju, Mr. B.

## NOES—38.

Abdai Mumin, Khan Bahadur  
 Muhammad.  
 Abul Kasem, Maulvi.  
 Ahmed, Mr. K.  
 Akram Hussain, Prince A. M. M.  
 Ashworth, Mr. E. H.  
 Bhore, Mr. J. W.  
 Blackett, The Honourable Sir Basil  
 Bray, Mr. Denys.  
 Burdon, Mr. E.  
 Calvert, Mr. H.  
 Clow, Mr. A. G.  
 Cocke, Mr. H. G.  
 Cosgrave, Mr. W. A.  
 Dalal, Sardar B. A.  
 Fleming, Mr. E. G.  
 Fraser, Sir Gordon.  
 Graham, Mr. L.  
 Hindley, Mr. C. D. M.  
 Ilica Singh, Sardar Bahadur Captain  
 Hudson, Mr. W. F.  
 Innes, The Honourable Sir Charles

Lindsay, Mr. Darcy  
 Marr, Mr. A.  
 McCallum, Mr. J. L.  
 Mitra, The Honourable Sir Bhupendra  
 Nath.  
 Moir, Mr. T. E.  
 Muddiman, The Honourable Sir  
 Alexander.  
 Muhammad Ismail, Khan Bahadur  
 Saiyid.  
 Naidu, Mr. M. C.  
 Rangachariar, Diwan Bahadur T.  
 Rushbrook-Williams, Prof. L. F.  
 Sastri, Diwan Bahadur C. V.  
 Visvanatha.  
 Sim, Mr. G. G.  
 Singh, Rai Bahadur S. N.  
 Sianyon, Colonel Sir Henry.  
 Tonkinson, Mr. H.  
 Webb, Mr. M.  
 Wilson, Mr. R. A.

The motion was adopted.

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 PROCEDURE REGARDING WITHDRAWAL OF MOTIONS.

**Mr. President:** Before I adjourn the House I think I should perhaps offer a word of explanation regarding the course which I took in putting the request for leave to withdraw a motion. The Parliamentary practice is that when an Honourable Member, having moved a motion, rises to ask leave to withdraw, if that leave is objected to, in the House of Commons the question is put forthwith without further debate, and I propose to follow that course here. If it does not happen to suit conditions in the Legislative Assembly then any necessary amendment to the procedure can be made in the Standing Orders. It so happens that never before has a request for leave to withdraw been objected to, and I did not actually hear Pandit Motilal Nehru when he rose in his place. Therefore, I want to make quite clear the procedure I adopt, and that I propose to adhere to, unless in good time the Select Committee on the Standing Orders should take another view, which it is perfectly entitled to take.

The Assembly then adjourned till Eleven of the Clock on Saturday, the 29th February, 1925.

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