

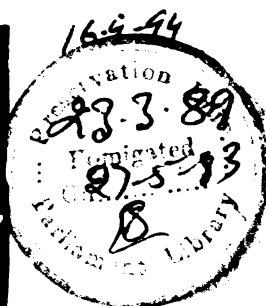
THE
LEGISLATIVE ASSEMBLY DEBATES
(Official Report)

Volume II, 1931

(19th February to 11th March, 1931)

FIRST SESSION
OF THE
FOURTH LEGISLATIVE ASSEMBLY,
1931

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1931

Legislative Assembly.

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MIAN MUHAMMAD SHAH NAWAZ, C.I.E., M.L.A.

CONTENTS.

VOLUME II.—19th February to 11th March, 1931.

PAGES.

THURSDAY, 19TH FEBRUARY, 1931—

Questions and Answers	991—1007
Election of Members to the Court of the University of Delhi ..	1008
The Railway Budget—General Discussion	1008—1060

MONDAY, 23RD FEBRUARY, 1931—

Member Sworn	1061
Questions and Answers	1061—1099
Unstarred Questions and Answers	1099—1110
The Railway Budget—List of Demands—	
Demand No. 1—Railway Board—Retrenchment	1111—1149

TUESDAY, 24TH FEBRUARY, 1931—

Questions and Answers	1151—1160
Motion for Adjournment—Summary Trial and Execution of	
Habib Nur at Peshawar—Leave granted	1160
The Railway Budget—List of Demands— <i>contd.</i>	
Demand No. 1—Railway Board— <i>contd.</i>	
Retrenchment— <i>concl'd.</i>	1161—71
Representation of Muslims in Railway Services	1172—1204
Motion for Adjournment—Summary Trial and Execution of	
Habib Nur at Peshawar—Adopted	1205—24

WEDNESDAY, 25TH FEBRUARY, 1931—

Questions and Answers	1225—43
Unstarred Questions and Answers	1243—44
Bill passed by the Council of State laid on the Table	1244
Message from the Council of State	1245
The Railway Budget—List of Demands— <i>contd.</i>	
Demand No. 1—Railway Board— <i>contd.</i>	
Representation of Muslims in Railway Services— <i>concl'd.</i>	1245—53
Railway Administration	1253—58
Construction of a New Railway between Kollengode and Cochin	1258—64
Indianisation of the Railway Board	1264—71
Grievances of Third Class Passengers	1274—76
Indianisation Policy in the Railways	1276—95

PAGES.

THURSDAY, 26TH FEBRUARY, 1931—

Statement of Business	1297
The Railway Budget—List of Demands— <i>concl'd.</i>	
Demand No. 1—Railway Board— <i>concl'd.</i>	
Indianisation Policy in the Railways	1297—1307
Lease of the Bengal and North Western Railway	1307—10
Remodelling of the Patna Junction Railway Station	1310—12

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LEGISLATIVE ASSEMBLY.

Monday, 23rd February, 1931.

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

MEMBER SWORN:

Captain Sher Muhammad Khan Gakhar, M.L.A. (Nominated Non-Official).

QUESTIONS AND ANSWERS.

PAY OF TEACHERS IN RAILWAY SCHOOLS.

619. ***Mr. C. S. Ranga Iyer:** Will Government be pleased to state:

- (a) if they are aware that the Honourable Member for Railways, Sir George Rainy, stated in the Assembly on the 21st February, 1929, that "It is our intention that without waiting for the transfer of schools the pay of the existing teachers in the railway schools should be raised to the level prevailing in the province in which the school is situated";
- (b) if any action has been taken in pursuance of the assurance of Sir George Rainy in the matter of raising the salary of the teaching staff of the East Indian Railway Middle Schools to the level of salaries prevailing in the Government schools of the provinces in which they lie;
- (c) if not, why not;
- (d) if any action will be taken; and if so, when?

Mr. A. A. L. Parsons: (a) Yes.

(b), (c) and (d). The Agent, East Indian Railway, was instructed in March, 1929, that the rates of pay in railway schools should be brought into line as early as possible with rates of pay in provincial Government schools of the same standard, the rates of pay in any particular railway school being regulated by the rates of pay of teachers in schools of equivalent standard administered by the particular provincial Government concerned and the revised rates of pay being applied to the present teachers subject to their possessing educational qualifications equivalent to those laid down by the Governments concerned, for their teachers. The Agent, East Indian Railway, was subsequently instructed that the revised rates of pay should be given effect to from the 1st April, 1929. I have enquired from the Agent, East Indian Railway, to what extent these instructions, have resulted in the revision of pay of teachers in the East Indian Railway Middle Schools and am informed that no revision has been made, as the scales of pay in the Government Middle English Schools in

Bengal and Bihar and Orissa are lower than the scales in Railway schools and it was assumed, under a misapprehension, that there was no Government Middle English School in the United Provinces. It has now been ascertained that there is one such school. Steps will now be taken to ascertain the scales of pay in force in that school and any necessary revision of pay of the teachers in Middle English Schools of the East Indian Railway situated in the United Provinces will be given effect to from 1st April, 1929.

Mr. C. S. Ranga Iyer: I rise to thank the Honourable Mr. Parsons for the answer he gave on behalf of some of my constituents.

Mr. President: That is not a supplementary question.

RECRUITMENT TO CERTAIN ACCOUNTS OFFICES.

620. ***Mr. Bhuput Sing:** Referring to the "Rules for the recruitment of clerks by competitive examination for the offices of (1) Accountant General, Central Revenues, (2) Accountant General, Posts and Telegraphs, Delhi, (3) Deputy Accountant General, Posts and Telegraphs, Delhi, (4) Pay and Accounts Officer, Delhi Civil Administration, Delhi, (5) Pay and Accounts Officer, Secretariat, New Delhi, and (6) Central Accounts Officer, P. W. D., New Delhi," over the signature of Mr. J. F. Mitchell, Accountant General, Central Revenue, New Delhi, dated the 2nd December, 1930, will Government be pleased to state:

- (a) whether most of the offices mentioned in that document are not under the direct control and management of the Government of India;
- (b) if so, the reason or reasons for which recruitment is restricted to residents of *only* the United Provinces, the Delhi Province and the Punjab to the exclusion of those of other Indian Provinces;
- (c) whether Muslims and Sikhs are given one division lower than Hindus; if so, why; and
- (d) whether Anglo-Indians and Indian Christians are also treated similarly; and if so, why?

The Honourable Sir George Schuster: Enquiry is being made and a reply will be sent to the Honourable Member as soon as possible.

MURDER IN IRAQ DURING THE WAR OF THREE INDIAN OFFICERS.

621. ***Mr. Bhuput Sing:** Referring to the answer given to my unstarred question No. 92 published in the Legislative Assembly Debates of the 28th January, 1931, will Government be pleased to state:

- (a) the names of the offending soldiers;
- (b) the cause or causes for which they were provoked to take the step;
- (c) whether there was any formal or official inquiry into the incident;
- (d) the nature of punishment meted out to the offending persons;
- (e) the full text of the two telegrams mentioned in the reply; and
- (f) whether the incident has been chronicled anywhere but in the two telegrams?

Mr. G. M. Young: (a) Naik S. C. Choudhury and Sepoy Sutrinar Sidhanta.

(b) The murder was apparently due to private jealousies and resentment of discipline.

(c) Yes: the usual procedure was adopted of a Court of Inquiry followed by a Court-martial.

(d) They were hanged.

(e) These telegrams were merely reports of the occurrence to higher military authority. One is no longer traceable, but I can show a copy of the other to the Honourable Member if he so desires.

(f) A full account of the incident is contained in the proceedings of the Court of Inquiry and in those of the trial by Court-martial.

EX-MEMBERS OF THE LEGISLATIVE ASSEMBLY SENT TO JAIL.

622. ***Mr. Bhuput Sing:** Will Government be pleased to state:

(a) the number of *ex-M. L. As.* that went to jail during the civil disobedience movement;

(b) the classes in which such *ex-M. L. As.* have been put in jails;

(c) the names of such *ex-M. L. As.*?

The Honourable Sir James Crerar: Enquiries are being made and the results will be communicated to the Honourable Member.

PROMOTION OF INDIGENOUS INDUSTRIES.

623. ***Mr. M. N. Rao:** Will Government be pleased to state whether any provision is being made annually in the Budget for the promotion and encouragement of infant and indigenous industries?

Mr. J. A. Shillidy: No, Sir. The development of industries is a provincial transferred subject.

NEWSPAPERS SUPPLIED TO POLITICAL PRISONERS.

624. ***Mr. A. Das:** (a) Will Government state as to what papers (newspapers) are supplied to "A" class prisoners in the various provinces and will they lay on the table of the House a statement showing the English and vernacular newspapers and magazines supplied in each province?

(b) Are Government aware that in the United Provinces only *Bharat* and *Illustrated Times of India* weekly are supplied, while in other provinces *Times of India* daily, the *Statesman* and the *Pioneer* are supplied?

(c) Are Government prepared to ask the United Provinces Government why they do not allow an English daily to be supplied to such convicts?

The Honourable Sir James Crerar: (a) and (b). I have no information as to the newspapers supplied to "A" class prisoners in the various provinces. The general principle to be observed has been laid down by the Government of India in their communiqué of the 19th February, 1930. Rules and orders made in pursuance of this are within the discretion of the Local Governments.

(c) No.

CLASS OF TRAVELLING ACCOMMODATION PROVIDED FOR "A" CLASS PRISONERS.

625. ***Mr. A. Das:** (a) Are Government aware that in some cases "A" class prisoners are allowed to travel in higher classes while others are forced to travel in third class only?

(b) Have Government considered the advisability of introducing for all Provinces a uniform rule of allowing such prisoners to travel intermediate-class at Government expense and in higher classes, if they so desire on payment of the extra fare?

The Honourable Sir James Orerar: The Honourable Member is aware that "Prisons" under the Devolution Rules is a provincial subject and that the matters on which he asks for information are primarily the concern of Local Governments. I will, however, endeavour to obtain the information and let him have it in due course.

REPRESENTATION OF MUSLIMS IN RAILWAY SERVICES.

626. ***Khan Bahadur H. M. Walayatullah:** (a) Is it not a fact that Mr. Parsons, in reply to starred question No. 6 by Mr. A. H. Ghuznavi in the Delhi Session of 1930, said that the prevention of undue preponderance of any community in the services, the security of adequate representation of minority communities and the removal of the existing communal inequalities, was the keystone of Government policy?

(b) What steps have Government taken to remove the existing inequalities?

(c) Have Government instituted any inquiry about the position of the Mussalmans in the various State-owned railway services?

(d) If so, will Government be pleased to lay the reports on the table?

Mr. A. A. I. Parsons: (a) The policy of Government is to secure adequate representation of minority communities. The rule is that where recruitment is conducted by means of competitive examinations, one-third of the vacancies are reserved for the redress of marked communal inequalities. Where recruitment is carried on otherwise than by competitive examination, steps are to be taken to prevent an undue preponderance of any one class or community.

(b), (c) and (d). I would invite the Honourable Member's attention to the pamphlet on the subject of Muslim representation in the railway services which was circulated a few days ago to Members of the House.

RECRUITMENT OF MUSLIMS ON THE NORTH WESTERN RAILWAY.

627. ***Khan Bahadur H. M. Walayatullah:** (a) Are Government aware that Syed Md. Ashrafuddin Khan Sahib, Vice-President, Anjuman Islamia, Kohat, submitted a memorial to the Divisional Superintendent, North Western Railway, Rawalpindi, about the recruitment of Mussalmans?

(b) What action, if any, did the Superintendent take on this memorial?

Mr. A. A. I. Parsons: (a) Yes.

(b) I have called for information from the Agent, North Western Railway, and will communicate with the Honourable Member on its receipt.

Dr. Ziauddin Ahmad: Will the Honourable Member lay it on the table for the benefit of other Members?

Mr. A. A. L. Parsons: Since other Members wish to have it, I am quite prepared to lay it on the table.

SPECIAL BOARD FOR THE APPOINTMENT OF ROLLING STOCK OFFICERS.

628. ***Khan Bahadur H. M. Walayatullah:** (a) Are Government contemplating the appointment of a Special Board at Peshawar for the selection of candidates for appointment as Assistant Rolling Stock Officers?

(b) How many members will there be on the Board?

(c) How many of them will be Mussalmans?

Mr. A. A. L. Parsons: (a) No.

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

SAFEGUARDING OF THE INTERESTS OF MINORITY COMMUNITIES IN APPOINTMENTS IN THE OFFICE OF THE HIGH COMMISSIONER FOR INDIA IN LONDON.

629. ***Khan Bahadur H. M. Walayatullah:** (a) Will Government be pleased to lay on the table a statement showing the total number of employees in the office of the High Commissioner for India in London by communities?

(b) How are the appointments made?

(c) Is any precaution taken to safeguard the interests of the minority communities?

(d) How many superior appointments were made in 1930-31 and how many went to each community?

The Honourable Sir George Rainy: (a) A statement is laid on the table.

(b) Appointments of officers deputed from India are made by the Government of India by the selection of suitable officers from the Indian services. Other appointments are made by the High Commissioner either by promotion or by selection from a list of candidates maintained by him.

(c) In making appointments due regard is had to this consideration.

(d) Three new superior appointments have so far been made during 1930-31 and one European, one Sikh and one Hindu have been appointed to the posts.

Statement showing the total number of employees (excluding industrials and menials) in the office of the High Commissioner for India in London by communities on the 1st January, 1931.

Communities.	Number.
Europeans	367
Hindus	37
Muslims	5
Other communities (including Anglo-Indians)	27
Total	436

There are, in addition, two Indian messengers employed at India House.

DISPOSAL OF ARTICLES IN THE TOSHAKHANA.

630. *Khan Bahadur H. M. Walayatullah: (a) Are articles in the *Toshakhana* disposed of after the departure of each Viceroy?

(b) If so, what is the procedure followed for their disposal?

Mr. J. G. Acheson: (a) No.

(b) Does not arise.

POWERS DELEGATED TO CERTAIN OFFICERS IN CONNECTION WITH SCHEMES ON THE NORTH WESTERN RAILWAY.

631. *Shaikh Sadiq Hasan: Will Government be pleased to state:

(a) (i) what powers were delegated to Khan Bahadur Zikariyah Khan in connection with the Local Scheme over the North Western Railway; (ii) how many men were given to him for the Procedure Section and how many were engaged by him; and (iii) how much expenditure was sanctioned for that scheme and how much was actually given to him;

(b) (i) what powers have been delegated to Rai Bahadur Faqir Chand in connection with the same scheme over the North Western Railway; (ii) how many men have been given to him for the Procedure Section and how many have been engaged by him; and (iii) how much provision in the sanctioned budget has been given to Rai Bahadur Faqir Chand for the same scheme?

Mr. A. A. L. Parsons: (a) (i) No powers were delegated to Khan Bahadur Ghulam Zakariah Khan, as he has been employed as assistant to another officer.

(ii) The following temporary staff was sanctioned and actually employed to assist the officer then in charge of the schemes for the four State railways:

1 Accounts Officer (held by Khan Bahadur Ghulam Zakariah Khan).

1 Senior Inspector of Station Accounts.

1 Clerk Class I.

1 Typist.

(iii) Rs. 26,000 chargeable to 12 Miscellaneous Railway Expenditure during the year 1930-31 for the four State railways. In addition to this, provision was made in the Budget of the North Western Railway, for four temporary posts of Assistant Accounts Officers employed as Divisional Traffic Accounts officers under the Chief Accounts Officer, North Western Railway.

(b) (i) Powers to appoint, promote, transfer, grant leave, and discharge purely temporary clerical staff and to incur contingent expenditure for his office.

(ii) The following staff was sanctioned and actually employed for the North Western Railway Scheme:

- 1 Assistant Accounts Officer,
- 1 Accountant Grade II,
- 1 Senior Subhead,
- 1 Clerk Class I,
- 1 Typist.

Except the post of typist all other posts were filled by permanent staff drawn from the Railway Department. The posts themselves were temporary.

(iii) The expenditure against the grant for Local Traffic Scheme is controlled by Mr. Scott, Officer-in-Charge of the various schemes and no separate allotment has been made to Rai Bahadur Faqir Chand.

NON-GRANT OF LEAVE IN THE MACHINE SECTION OF THE RAILWAY CLEARING ACCOUNTS OFFICE.

632. ***Shaikh Sadiq Hasan:** (a) Will Government be pleased to lay on the table a statement showing the sanctioned and working strength respectively for each sub-section of the Machine Section in the Railway Clearing Accounts Office?

(b) Are Government aware of the fact that all the men appointed against the leave reserve vacancy of other than the Clearing House have been absorbed in the Machine Section with the result that the clerks are not given privilege leave or, if given, to a very limited extent?

Mr. A. A. L. Parsons: (a) A statement is laid on the table.

(b) No clerk from the leave reserve of other than the Clearing House sub-section has ever been employed in the Machines Section. There is no instance of any man being refused leave since April, 1930, the date from which the other than Clearing House sub-section was attached to the Machines Bureau.

Statement showing the sanctioned and working strength respectively for each Sub-section of Machine Branch in the Railway Clearing Accounts Office.

Name of sub-section.	Sanctioned strength.	Men actually working.	More.	Less.	Remarks.
Machines (proper)	79	90	11	..	} The transfer of 11 men from Statistics to Machine Section is owing to the fact that the Statistics relating to E. I., E. B., G. I. P., N.W. and B. B. and C.I. Railways are being compiled in the latter section.
Statistics	88	77	..	11	
Worked Lines	31	31	
O. C. H. Goods	32	32	
Total	230	230	

**ADVERTISING APPOINTMENTS FOR THE RATE EXPERIMENT OFFICE IN THE
GREAT INDIAN PENINSULA AND EAST INDIAN RAILWAYS.**

633. *Shaikh Sadiq Hasan: Will Government be pleased to state:

- (a) whether any advertisement was made at the time of recruitment for the Rate Experiment of the Great Indian Peninsula and East Indian Railways;
- (b) if made, in which newspaper and on what date;
- (c) if the reply to part (a) be in negative, (i) the reasons for not making any advertisement in newspapers; (ii) the method adopted to safeguard the interests of minorities; (iii) any action taken against the officer in charge of the scheme for not following the Government policy? If no action was taken, what are the reasons.

Mr. A. A. L. Parsons: (a) No.

(b) Does not arise.

(c) (i) The staff recruited for the Rates Register experiment was composed partly of trained men taken over from the Railway Clearing Accounts Office and partly of temporary staff liable to discharge on 24 hours' notice. It is not usual to advertise for such temporary staff in the newspapers, because they have no right to be appointed permanently.

(c) (ii) and (iii). Of the 79 men on the temporary staff recruited from outside, 42 are Hindus, 30 Muslims, 5 Sikhs and 2 Christians. These figures are enough to show that the interests of minorities and particularly of Muslims, have been adequately safeguarded, and that the allegation made by the Honourable Member against the officer in charge of the scheme is quite unfounded.

EMPLOYMENT OF MUSLIMS ON THE EAST INDIAN RAILWAY.

634. *Shaikh Sadiq Hasan: (a) Will Government be pleased to state the total number of Muslims in the ministerial establishment of the East Indian Railway (entire system and the headquarter's offices separately) and their percentage to the total number of such employees?

(b) Is it a fact that the proposals for reduction of staff are under the consideration of the East Indian Railway Administration? If the answer be in affirmative, will Government be pleased to state the basis or criterion according to which the said reduction is to be made?

(c) Is it a fact that Muslims are in a hopeless minority on the East Indian Railway system generally and the headquarter's offices specially? If so, will Government be pleased to state what steps they propose to take in order to ensure that the Muslim minority is not reduced any further on account of the said reduction?

(d) Is it a fact that it is contemplated to do away with the services of junior men only and not to retire people near the superannuation age? If so, have Government made sure that such a principle of reduction will affect the Muslim community rather adversely? If not what safeguards do Government propose to take in order to protect the interests of the Muslim employees?

Mr. A. A. L. Parsons: (a) Government regret that they are not prepared to supplement with figures for particular classes of posts the information in regard to communal representation in railway services given in the annual Administration Report on Indian Railways.

(b) Yes. The principles which the Railway Board have laid down to govern the selection of individuals for discharge are as follows:

“The first men to be discharged are those who are inefficient. Then those who are the least efficient. Then those who have short service and among them permanent employees should ordinarily be retained in preference to temporary employees, and then those nearing the age of superannuation.”

(c) I have no figures of Muslims in the head office of the East Indian Railway but of about 150 thousand employees on that railway at the beginning of the year, 31 thousand, or about 21 per cent., were Muslims. The Railway Board are considering what steps should be taken to see that the unfortunate necessity for reducing staff does not operate to the detriment of communities not at present adequately represented in railway services.

(d) I think that I have answered these inquiries in my replies to the previous portions of the Honourable Member's question.

Mr. Muhammad Anwar-ul-Azim: May I ask the Honourable Member whether it is the policy of his Department to take in inefficient people when they make up the representation of minority communities?

Mr. A. A. L. Parsons: No, Sir.

EMPLOYMENT OF MUSLIMS ON THE NORTH WESTERN RAILWAY.

635. ***Shaikh Sadiq Hasan:** Will Government be pleased to state how many lower gazetted posts have been created on the North Western Railway in 1930:

- (a) in the Commercial Department,
- (b) in the Transportation Department,
- (c) in the Way and Works Department,
- (d) in the Mechanical Department,

and how many of these posts have been given to Indians—(i) Muslims and (ii) Non-Muslims?

Mr. A. A. L. Parsons: I would invite attention of the Honourable Member to the reply given by me on the 3rd February, 1931, to Seth Haji Abdoola Haroon's question No. 343.

The recommendations of the Agent, North Western Railway, have since been received and are under consideration by the Railway Board.

EMPLOYMENT OF MUSLIMS ON THE NORTH WESTERN RAILWAY.

636. ***Shaikh Sadiq Hasan:** Will Government be pleased to state how many Muslim Personnel Officers have been appointed on the North Western Railway during the year 1930 giving dates of their appointments?

Mr. A. A. L. Parsons: Two; one was appointed as officiating Assistant Personnel Officer on the 4th November, 1930, and another was posted as Divisional Personnel Officer on the 17th November, 1930.

ADOPTION OF THE ZAILDARI SYSTEM IN THE NORTH WEST FRONTIER PROVINCE.

637. *Shaikh Sadiq Hasan: (a) Will Government be pleased to state if it is a fact that the Zaildari system is adopted in only a few districts of the North West Frontier Province?

(b) If the reply to part (a) be in affirmative, will Government be pleased to state why this system is not adopted throughout the Province?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: (a) Yes.

(b) Because it was not found necessary to do so.

Nawab Sir Sahibzada Abdul Qaiyum: A supplementary question, Sir. Has Government found this Zaildari system of any use in collecting revenues?

Mr. President: Will the Honourable Member speak a little loudly to enable me to follow his supplementary question?

Nawab Sir Sahibzada Abdul Qaiyum: I want to know, Sir, whether this Zaildari system has proved to be of any great use in the collection of revenues?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: Where?

Nawab Sir Sahibzada Abdul Qaiyum: In the North West Frontier Province.

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: I should like to have notice of that question to find out the facts.

APPOINTMENT OF MUSLIMS IN THE GOVERNMENT TEST HOUSE, ALIPORE.

638. *Shaikh Sadiq Hasan: (a) Will Government be pleased to state the number and names of the gazetted officers attached to the Government Test House, Alipore?

(b) Will Government be pleased to state if any Muslim officers have so far been appointed in the Government Test House, Alipore? If the answer be in negative, are Government prepared to give the next vacancies to qualified Muslims?

Mr. J. A. Shillidy: (a) Five gazetted officers are at present employed at the Government Test House, Alipore. They are:

1. Mr. E. F. G. Gilmore, Superintendent, Government Test House, Alipore,
2. Mr. A. N. Chowdhuri, Physicist, Government Test House, Alipore,
3. Mr. N. N. Sen Gupta, Chemist, Government Test House, Alipore,
4. Mr. P. K. Sen, Assistant Chemist, Government Test House, Alipore, and
5. Mr. S. S. Sinha, Assistant Engineer, Government Test House, Alipore.

(b) Yes, a Muslim was appointed Assistant Engineer, but subsequently resigned the appointment. The second part of the question does not arise.

OWNERSHIP OF THE INDIAN MUSEUM, CALCUTTA.

639. ***Mr. S. C. Mitra:** (a) In regard to the answer to my starred question No. 1, dated the 26th January, 1931, in the Legislative Assembly stating "The mere fact that the cost of the building is met from Government funds is not enough to make it a Government institution", will Government please lay on the table the Preamble to Act 22 of 1876, and say from it whether *"it was also enacted that the Government of India should keep the said building in repair and pay and defray the salaries, allowances and pensions of the officers and servants, and all other expenses connected with the said Museum"*?

(b) Does the fact that the building of the Indian Museum was erected at the cost of the Government of India and the Government of India undertook to keep the said building in repair and pay and defray the salaries, allowances and pensions of the officers and servants, and all other expenses connected with the said Museum make it a Government institution? If not, why not?

(c) Was the salary of the late Head Clerk of the Indian Museum Trustees' Office, paid by the Government of India or by the Trustees of the Indian Museum from their own funds?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: (a) The Honourable Member has quoted correctly from the Preamble to Act No. XXII of 1876, but that Act was repealed by section 17 of Act No. X of 1910. I do not, therefore, propose to lay a copy of the Preamble to the earlier Act, which is of no practical interest, on the table of the House.

(b) No. For the reasons I must refer the Honourable Member to the relevant provisions of the Indian Museum Act, No. X of 1910.

(c) The salary of the late Head Clerk of the office of the Trustees, Indian Museum, was paid by the Trustees from the grant-in-aid made to them by the Government of India.

CONDITIONS FOR PENSION FOR THE STAFF OF THE INDIAN MUSEUM, CALCUTTA.

640. ***Mr. S. C. Mitra:** (a) Under section 13 of Act X of 1910 are the members of the establishment of the Trustees of the Indian Museum eligible for pension according to the Civil Service Regulations?

(b) What are the conditions under which service qualifies for pension according to the Civil Service Regulations?

(c) Will Government please refer to chapter XLII, section I of the Civil Service Regulations and enumerate the conditions under which the employee of a Local Fund may get his pay and pension from the General Revenues?

(d) Do the Trustees of the Indian Museum fulfil the conditions laid down in article 802 of the Civil Service Regulations for the grant of pension to their officers and servants from the General Revenues?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: (a) Yes.

(b) The Honourable Member is referred to Chapter XVI of the Civil Service Regulations, a copy of which is available in the Library of the House.

(c) The conditions are set out in article 802 of the Civil Service Regulations.

(d) No.

**REDUCTION OF THE PAY OF THE HEAD CLERK OF THE TRUSTEES' OFFICE,
INDIAN MUSEUM, CALCUTTA.**

641. ***Mr. S. C. Mitra:** (a) Has the word "servant" been defined in Act X of 1910? If so, will Government please lay the definition on the table?

(b) Will Government please refer to article 36 of the Civil Service Regulations and say whether the holder of a ministerial post is an officer or a servant?

(c) Will Government please refer to rules 1 and 4 of the rules framed by the Secretary of State for India in Council under sub-section (2) of section 96B of the Government of India Act and say whether the holder of a ministerial office is an officer or a servant?

(d) Will Government please refer to Art. 61 (f) of the Civil Account Code and say whether a clerk is a servant?

(e) Whether the late Head Clerk of the Indian Museum was an officer?

(f) Will Government please refer to the answer to my starred question No. 2 (a) in the Legislative Assembly dated the 26th January, 1931, and say whether his pay can be reduced by the Trustees of the Indian Museum without the previous sanction of the Governor General in Council according to section 9(b) of Act X of 1910?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: (a) The word "servant" is not defined in the Indian Museum Act, X of 1910. The second part of the question does not therefore arise.

(b), (c), (d) and (e). The word "officer" as used throughout the Civil Service Regulations is a compendious term which covers all Government servants, superior and inferior. The ministerial employees of the Indian Museum are classed as "servants" and not as "officers" for the purposes of the Indian Museum Act, X of 1910. The late Head Clerk of the Indian Museum was not therefore regarded as an officer.

(f) Yes.

**REINSTATEMENT OF THE HEAD CLERK OF THE TRUSTEES' OFFICE, INDIAN
MUSEUM, CALCUTTA.**

642. ***Mr. S. C. Mitra:** (a) In regard to the answer to my starred question No. 3(b), dated the 26th January, 1931, in the Legislative Assembly stating that "The answer will depend upon the circumstances in which Government have fixed or have had a hand in fixing the conditions of service", will Government please lay on the table article 362 of the Civil Service Regulations and say whether there is any clause in the article that the determination of the conditions of service will depend upon the circumstances in which it is determined by Government?

(b) (i), Is service in the Indian Museum Trustees' Office Government service, and (ii) was the late Head Clerk a Government servant, and (iii) will Government consider his memorial for re-instatement?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: (a) Government do not consider it necessary to place a copy of article 362 of the Civil Service Regulations on the table of the House as a copy of the Regulations is available in the Library. There is nothing to prevent Government from requiring that the terms of service of the staff of a private institution shall be regulated according to certain conditions, before they agree to give a grant-in-aid; and in such cases the service is not regarded as Government service merely because Government has had a hand in determining the conditions of service.

(b) (i) and (ii). No.

(iii) Government will consider his memorial when it is received.

POWERS OF THE TRUSTEES OF THE INDIAN MUSEUM, CALCUTTA.

643. *Mr. S. C. Mitra: In regard to the answer to parts (d) and (e) of my starred question No. 9, dated the 26th January, 1931, in the Assembly stating that the Trustees of the Indian Museum are empowered to re-appropriate from one head to another within the sanctioned budgeted grant and that this matter is not regulated by Act X of 1910, will Government please say under what other statute or Act the Trustees are invested with powers not contemplated or specified in Act X of 1910?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: No statutory provision is necessary for the power of reappropriation referred to by the Honourable Member.

STAFF OF THE INDIAN MUSEUM, CALCUTTA.

644. *Mr. S. C. Mitra: (a) Will Government please refer to the answer to my starred question No. 3 (b) in the Assembly dated the 14th July, 1930, stating that the Estimates for Demand for the Central Government show a detailed statement of the number of staff, with their respective pay and a provision for leave salary of the establishment of the Trustees of the Indian Museum and the answer to my starred question No. 7 (a) in the Assembly dated the 26th January, 1931, stating that the Estimates for Demand for the Central Government do not show the details of the establishment of the Trustees of the Indian Museum?

(b) Will Government please say which of the answers is correct and why the other is wrong?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: (a) and (b). I regret to say, Sir, that I have failed to trace not only any contradiction, but even any connection between the answer given to part 3(1)(b) of the question asked by him on the 14th July, 1930, to which the Honourable Member is evidently referring, and the answer given by me to part (a) of the Honourable Member's question No. 7 in this House on the 26th of last month. What the Honourable Member probably has in mind is sub-part (b) of part 3 of question No. 2, asked by him on the 14th July of 1930. Sub-part (b) of part 3 of question, No. 2, asked by him on the 14th July, 1930, related to the Estimates for Demand for the Central

Government for 1930-31. Part (a) of his question No. 7 asked by him on the 26th January, 1931, related to the years 1926-27 and 1927-28. The answers given on behalf of Government in regard to the three years, 1926-27, 1927-28 and 1930-31, are correct.

In conclusion, Sir, I should like to invite the Honourable Member's attention to the fact that this is the 27th question that has been asked by the Honourable Member in this House relating to the dismissal of a clerk which appears to have taken place either in January, 1930 or before that. It is now for him to decide whether to pursue this controversy by way of interpellations.

Mr. S. C. Mitra: On a point of order, Sir, is the Honourable Member entitled to pass these remarks? He is not answering any part of my question now and is he entitled to make a speech?

Mr. President: It is obvious that no one is entitled to make a speech at question time. But the Honourable Member is trying to draw the attention of the House and of the Honourable Member to the series of questions which the Honourable Member has asked and which, I must say, that the Honourable Member is perfectly entitled to do.

Mr. S. C. Mitra: Am I not entitled to your protection, Sir? If you think that the questions are useless you may disallow them. Is it for the Honourable Member to say that because so many questions have been asked in the past—which, I may say have been answered most unsatisfactorily and evasively avoiding the real issue—that no more questions should be asked? Is he not questioning the powers of the President himself arrogating the right of deciding what should be asked or not?

Mr. President: I have already stated that the Honourable Member is entitled to pursue the subject by way of interpellations as much as he likes. The question whether they will be admitted or not rests with the President. If the Honourable Member is not satisfied with the replies given it is open to him to put supplementary questions to elicit further information.

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: I shall be delighted to answer any supplementary questions which the Honourable Member may wish to put to elucidate any answer that has been given to him. He seems to have taken amiss what I said in all sincerity and in all innocence. I only pointed out to him for his consideration whether it is worth while pursuing this controversy which cannot really lead to any result? I am saying nothing which is not easy to follow. If this controversy is to be pursued, I would have no difficulty whatsoever either in entering into it or in trying to satisfy the Honourable Member that this Head Clerk, who was dismissed by the employers some time in 1929 or before, has had his case thoroughly examined even by a court of law and has left no stone unturned to see that justice is done to him. His memorial when it is received will receive the utmost attention that my Department can give to it. But I really cannot tell the Honourable Member that when his memorial is received it will be accepted.

Mr. Gaya Prasad Singh: The Honourable Member is making a speech.

Mr. B. Das: May I ask the Honourable Member whether he is aware that the question which my friend Mr. Mitra is pursuing raises an important issue, namely, whether the Trustees have the power to dismiss

clerks? That question has been pursued not only this year but last year also. May I also ask the Honourable Member whether he pursued the discussion that took place in the Public Accounts Committee when his departmental Joint Secretary gave evidence before that Committee (*vide* pages 206-208 of the Report, Vol. II, 1928-29) and every Member of the Public Accounts Committee wanted to prove that the Trustees of the Indian Museum are incompetent? And that is the opinion of the Members of the Assembly also. Has the Honourable Member pursued that matter? Without doing so how can he say to my Honourable friend Mr. Mitra that the matter should not be further pursued?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: That is exactly the point which the Honourable Member is interested in showing, namely, that the Trustees of a certain Museum are absolutely incompetent. My suggestion, which I ventured to offer to the Honourable Member and his supporters, was whether interpellations in the Assembly to the extent of 27 or more are not enough to invite the attention of the authorities to that aspect of the case. It is true that the members of the Trust are not represented here, but still that does not concern me. I daresay in a judicial court they have had an opportunity of showing what is right and what is wrong.

Mr. President: Order, order. I think the question is getting into a controversial discussion.

Mr. S. C. Mitra: Because of the speech of the Honourable Member.

Mr. President: There have been speeches on both sides of the House, but no speeches can be allowed at question time. The present occasion is one on which questions are put and answers given which may lead to supplementary questions. I hope the Honourable Members will respect the rules and Standing Orders which regulate the procedure.

CARRIAGE OF OFFICE RECORDS BETWEEN DELHI AND SIMLA.

645. ***Mr. P. G. Reddi:** (a) Will Government be pleased to explain why a contract for the carriage of office records from Delhi to Simla and *vice versa* in some of the offices of the Government of India is given? Why is the carriage of such records not done departmentally?

(b) Are Government prepared to issue instructions to such offices which still give the contract, not to give the contract of carriage in future?

(c) Is it a fact that the Legislative Department pays some honorarium to a clerk who does the carriage of office records of that Department?

(d) Is it a fact that such honorarium is not paid to any clerk in any other Departments?

(e) If so, why does this Department pay?

(f) Do Government propose to stop the payment of such honorarium in that Department also?

The Honourable Sir George Schuster: (a) to (f). I lay on the table a copy of the memorandum just issued to all Departments which covers all the points raised by the Honourable Member.

No. D./1423-1/2-Ex.-II.

GOVERNMENT OF INDIA.

FINANCE DEPARTMENT.

New Delhi, the 17th February, 1931.

OFFICE MEMORANDUM.

SUBJECT :—*Expenditure connected with the carriage of records of Departments of the Government of India between Delhi and Simla.*

In view of the ruling that the sanction of this Department is required when the expenditure connected with the carriage of records of a Department of the Government of India between Simla and Delhi exceeds Rs. 1,000, the Finance Department have had under consideration the question of delegating the power to sanction such expenditure to the several Departments of the Government of India and to such attached offices as move between Simla and Delhi. They have also had, in this connection, under consideration the connected question of the system of moving records between Simla and Delhi.

2. As there is general agreement that an outside contractor should not be employed for the carriage of Government records, and that there are substantial reasons, both technical and practical against the giving of contracts to Government servants, the contract system cannot continue in any form. Moreover Finance Department have ascertained by enquiring from Department that the system of carrying records departmentally has proved both practicable and economical.

3. This Department has, accordingly, decided to delegate to the several Departments of the Government of India and such of their attached offices as move with the headquarters of the Government of India the power to sanction expenditure exceeding Rs. 1,000 on the carriage of records on the conditions :

- (1) that the work is done departmentally and not entrusted to a contractor;
- (2) that all payments, either to the railway or to the coolies, are made direct by the Department or office concerned under the direction of a responsible officer; and
- (3) that no honoraria exceeding actual expenses are paid to any officials deputed to accompany the records in transit.

(Sd.) SITAL SINGH,

Offg. Under Secretary to the Government of India.

To

All Departments of the Government of India (excluding Railway Board).

The Central Board of Revenue.

The Financial Adviser, Military Finance.

The Private Secretary to His Excellency the Viceroy.

The Military Secretary to His Excellency the Viceroy.

No. D./1423-1/2-Ex.-II.

Copy forwarded to the Railway Department for information.

Copy also forwarded to the Pay and Accounts Officer, Secretariat, and the Audit Officer, Delhi Experiments.

By order, etc.,

(Sd.) J. C. GHOSH,

Attache.

Mr. Gaya Prasad Singh: Are Government aware that a clerk who was given this contract was subsequently prosecuted for defalcation and was dismissed from his service?

The Honourable Sir George Schuster: I am not at the present moment aware of any circumstance such as that referred to. But if my Honourable friend will look at the Memorandum which I have laid on the table he will see that the procedure for the future is being satisfactorily regulated.

INCONVENIENT LOCATION OF SHIPPING OFFICES IN CALCUTTA.

646. *Mr. D. K. Lahiri Chaudhury: (a) Are Government aware that there are two shipping offices in Calcutta—one at Strand Road and the other at Kidderpore?

(b) Are Government aware that the two Departments, viz., the Shipping Department (at Strand Road, Calcutta) and the Continuous Discharge Certificate Department (at Kidderpore) are situated at a considerable distance from each other as a result whereof the Indian lascars are invariably put to immense trouble and inconvenience?

The Honourable Sir George Rainy: (a) Yes.

(b) Government are aware that the location of the Branch Shipping Office at Kidderpore at some distance from the Head Shipping Office causes a certain amount of inconvenience in the case of men proceeding to sea for the first time, in connection with the initial issue of their Continuous Discharge Certificates. For the majority of lascars other than these, however, the Branch Shipping Office is conveniently situated as they live mostly in that vicinity.

UNSATISFACTORY LOCATION OF THE CONTINUOUS DISCHARGE CERTIFICATE DEPARTMENT OF THE SHIPPING OFFICE, CALCUTTA.

647. *Mr. D. K. Lahiri Chaudhury: (a) Is it a fact that the Shipping Department at Kidderpore was transferred to the Calcutta office in 1917? If so, will Government be pleased to state the reasons that led them to allow the Continuous Discharge Certificate Department alone to remain in the big building at Kidderpore? Is the rent of that building enormously high, viz., Rs. 4,220 a year?

(b) Are Government aware that the present office at Kidderpore is located amidst insanitary surroundings and that the members of the Department are often sick and some of them have actually contracted tuberculosis and eventually died of it?

The Honourable Sir George Rainy: (a) The Shipping Department at Kidderpore was transferred to the present premises in Calcutta in 1914. The Continuous Discharge Certificate Department was retained at Kidderpore owing to lack of space in the Head Shipping Office at Calcutta and increase in the work of registration and records at the Branch Office at Kidderpore. The building occupied by the Branch Office belongs to the Government of Bengal and the rent Rs. 4,320 per annum is calculated according to rules laid down for the assessment of Government buildings.

(b) No.

GAZETTED OFFICERS IN THE SHIPPING OFFICES IN CALCUTTA.

648. *Mr. D. K. Lahiri Chaudhury: (a) Is it not a fact that in previous years there were only two gazetted officers in the Shipping Offices?

(b) Why was the post of Deputy Shipping Master created? Is it a fact that the Assistant Shipping Master has only been performing the duties which in the past used to be performed by the Superintendent alone?

(c) Is it a fact that because of the existence of a separate office at Kidderpore the post of Assistant Shipping Master could not be abolished?

The Honourable Sir George Rainy: (a) Prior to the year 1927, two gazetted officers were employed at the Calcutta Shipping Office. In that year the designation of the post of Assistant Shipping Master was changed to that of Deputy Shipping Master and a new appointment of Assistant Shipping Master was created.

(b) The reasons which led to the designation of the post of Assistant Shipping Master being changed to that of Deputy Shipping Master are set forth in the Proceedings of the meeting of the Standing Finance Committee held on the 26th January, 1927 (Volume VI, No. 7), to which I would invite the Honourable Member's attention. The reply to the latter part of the question is in the negative.

(c) No.

Mr. K. Ahmed: Is it a fact that the Shipping Master, Calcutta, was also appointed for his additional work as Officer-in-charge of Recruitment in the year 1924?

The Honourable Sir George Rainy: I am not aware of what was done in the year 1924, but if my Honourable friend will give me notice, I shall be glad to answer that question.

Mr. K. Ahmed: Is it not a fact that the Government of India announced through the Provincial Government that there would be some additional duties performed by the Shipping Master, and that is why the posts of the Assistant Shipping Master and his Deputy were created?

The Honourable Sir George Rainy: The existing post of the Assistant Shipping Master was certainly created in the hope that it would lead to an improvement in the methods of recruitment. It was created specially for that reason.

Mr. K. Ahmed: Is it not a fact that the Clow Committee reported in the year 1923 that there would be a whole-time recruiting officer in charge of the Recruitment Bureau at Calcutta and the acting Shipping Master was gazetted to be appointed in addition to his duties as Shipping Master, Calcutta, and that he had to do the work of recruiting, and on that understanding some additional appointment was made and the extension of his office took place?

The Honourable Sir George Rainy: The creation of this appointment did arise in connection with the Clow Committee's Report.

Mr. K. Ahmed: In view of the fact that no effect has been given hitherto to that recommendation, as well as the fact that the Honourable the Commerce Member has already stated in his reply that the Royal Commission on Labour will consider the matter, and he has been waiting for their Report, and there is no knowing when effect will be given to it, will they abolish these appointments of Assistant Shipping Master and the Deputy Shipping Master?

The Honourable Sir George Rainy: I am afraid I must ask for notice of that question.

TRANSFER OF THE CONTINUOUS DISCHARGE CERTIFICATE DEPARTMENT OF THE SHIPPING OFFICE FROM KIDDERPORE TO CALCUTTA.

649. ***Mr. D. K. Lahiri Chaudhury:** Are Government prepared to consider the question of the early transference of the Continuous Discharge Certificate Department from Kidderpore to Calcutta?

The Honourable Sir George Rainy: No; owing to the lack of space in the Head Office at Calcutta, it is impossible to transfer the Branch Office from Kidderpore to Calcutta.

PAY OF COMPOSITORS IN THE PRIVATE SECRETARY TO THE VICEROY'S PRESS.

650. ***Mr. D. K. Lahiri Chaudhury:** (a) Will Government be pleased to state the grades or scales under which the services of compositors are treated while transferred from a Government Press to the Private Secretary to the Viceroy's Press?

(b) Is it a fact that there are some Compositors who are transferred to the Private Secretary to the Viceroy's Press with long services? If so, will Government be pleased to state the scales under which their services in the Private Secretary to the Viceroy's Press are treated?

(c) Is it a fact that the old scale which was framed in 1921 is applicable to those only who were in the Private Secretary to the Viceroy's Press in 1921? If so, will Government be pleased to state under what scales the services of the Compositors are being treated who had already prior services to the old scale of 1921?

(d) Will Government be pleased to lay on the table a statement showing the number of the Compositors transferred to the Private Secretary to the Viceroy's Press, with their previous services, and their previous and present pay, as also showing the grades in which they have been fixed?

Mr. J. A. Shillidy: Enquiries are being made.

ALLEGED DEFACEMENT BY THE POST OFFICE OF BLANK REPLY POST CARDS.

651. ***Mr. D. K. Lahiri Chaudhury:** (a) Is it a fact that reply post cards are issued by the Government of India?

(b) Is it necessary that communications should be written on the card not marked "Reply"?

(c) Is there any article in the Post and Telegraph Guide stating that this should be done?

(d) Is it also a fact that consequent on misuse, the Post Office return the cards after effacing the stamp on the blank card on which the addressee requires a reply and the card for outstation is also returned without any reason?

(e) Will Government be pleased to intimate whether they intend to help poor and illiterate people who use post cards by issuing orders to the Post Office to be careful when stamping reply post cards and see that those that are blank are not misused by them? If not, why not?

Mr. H. A. Sams: (a) Yes.

(b) That is the intention.

(c) No; clause 52 of the Post and Telegraph Guide expresses the intention that the Reply portion should be left blank by the sender.

(d) No. In this connection the Honourable Member's attention is drawn to the reply given to Mr. Muhammad Anwar-ul-Azim's starred question No. 424 on the 11th February, 1931.

(e) Departmental orders to that effect are already in existence.

ESTABLISHMENT OF A CENTRAL MEDICAL RESEARCH INSTITUTE.

652. ***Mr. Bhuput Sing** (on behalf of Mr. C. C. Biswas): Will Government be pleased to state:

- (a) the recommendations made by the Conference held at Simla in July, 1930, in connection with the establishment of a Central Medical Research Institute;
- (b) the nature of the recommendations, particularly with regard to the constitution of the Governing Body of the Indian Medical Research Fund Associations;
- (c) the time when it is expected to give effect to the recommendations of the Conference;
- (d) whether it is a fact that it is proposed to reserve a large number of posts for research workers for members of the Indian Medical Service;
- (e) whether it is a fact that protests against such reservation of research posts for the Indian Medical Service have been made by the Medical Faculties of all Indian Universities and by the All-India Medical Conferences held at Calcutta and Lahore in December last;
- (f) whether it is a fact that a protest had also been made by non-official members at the last Simla Conference;
- (g) whether it is a fact that such protest was over-ruled by the Chairman of the Conference, and if so, the grounds on which it was so over-ruled;
- (h) whether it is a fact that the Chairman also ruled out a discussion on the question of the salaries of the Directors of the Institute being fixed at Rs. 2,500 to Rs. 3,000;
- (i) whether or not the proceedings of the Conference contain a reference to the said protests made by the non-official members, or to the protest made by them, if any, against the ruling of the Chair;

- (j) whether it is a fact that the Chairman gave his ruling or rulings after consulting the Honourable Member in charge of the Department concerned;
- (k) whether or not Government are prepared to re-open the question as to the reservation of research posts for the Indian Medical Service as well as that relating to the scale of salaries to be given to the Directors of the Institute?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: (a) and (b). I would request the Honourable Member kindly to refer to the proceedings of the Conference, copies of which have been placed in the Library of the House.

(c) The recommendations are at present under consideration. Final conclusions reached will be carried out as soon as practicable.

(d) Eighteen appointments in the Medical Research Department are reserved for members of the Indian Medical Service under the scheme sanctioned by the Secretary of State for India, an announcement in regard to which was made in the Press Communiqué issued on May 10th, 1928, a copy of which is in the Library of the House.

(e) Government have seen the resolutions passed on this subject by the Second Conference of Indian Universities, which was held at Delhi in 1929, and by the All-India Medical Conference held at Calcutta in December, 1928.

(f), (g) and (h). The Honourable Member will find all the information he needs in the proceedings of the Conference referred to above.

(i) Yes.

(j) Does it matter very much one way or the other?

(k) In view of pending constitutional changes, existing rules and regulations are liable to be brought under reconsideration in the light of the constitutional changes made.

Mr. B. Das: May I inquire the decision of the Government as to the location of the Central Research Institute, as to which place was chosen to locate this institute?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: We do not know yet.

Mr. B. Das: Does it mean that the Government of India have come to no decision as to the location of the Central Research Institute?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: We do not know yet.

Mr. B. Das: May I inquire if they have suspended all expenditure of money at Dehra Dun for building purposes?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: I believe so.

LACK OF MUSLIMS IN THE RAILWAY CLEARING ACCOUNTS OFFICE.

653. ***Dr. Ziauddin Ahmad** (on behalf of Seth Haji Abdoola Haroon): (a) Has the attention of Government been drawn to the leading article in the *Muslim Outlook* of the 22nd December, 1930, under the heading "Railway Clearing Accounts Office"?

(b) Is it a fact that a memorandum was submitted to the Commerce Member of the Government of India by some leading Mussalmans bringing to his notice the deplorable state of Muslims in this Department?

(c) Is it a fact that in the memorandum were mentioned some of the methods adopted by Hindu cliques to keep Muslim candidates out or to oust Muslim subordinates from their jobs?

(d) Is it a fact that Government ordered an inquiry to be made into these allegations and that certain Railway Officials were deputed for the purpose?

(e) Is it a fact that the inquiry was confined to the Agent's Offices only?

(f) Is it a fact that the Railway Clearing Accounts Office has been excluded from the inquiry?

(g) Is it a fact that the Railway Clearing Accounts Office is one of the biggest Railway Offices in India with an establishment of about 1,500 men?

(h) Is it a fact that no Muslim Officer or Superintendent has ever been appointed in the Railway Clearing Accounts Office?

(i) Is it a fact that hundreds of new appointments have been made in this office during the last four years?

(j) Are Government aware that there is not a single Muslim clerk in the establishment section of this office?

(k) Are Government aware of the fact that a great agitation has been going on during the last many years in the Legislative Assembly and the Muslim Press against Rai Bahadur Fakir Chand, the Assistant Director of this Office, against his anti-Muslim policy?

(l) If the reply to part (k) is in the affirmative, will Government be pleased to state why the Railway Clearing Accounts Office was excluded from this inquiry?

(m) Will Government be pleased to place a copy of the Reports of officers who held an inquiry referred to in part (d)?

(n) Are Government prepared to depute a Muslim officer to inquire into the affairs of the Railway Clearing Accounts Office?

Mr. A. A. L. Parsons: (a) Yes.

(b) A memorandum complaining of inadequate representation of Muslims in the Railway Department was recently submitted to the Honourable the Railway Member.

(c) The memorandum referred to certain allegations of unfair treatment made in an article in the *Muslim Outlook* on the subject "How Muslims are kept out".

(d) Yes.

(e) The enquiry has so far been made into the Agent of the North Western Railway's Office, the Office of the Divisional Superintendent, Lahore, the Head Office of the Engineering Department on the Great Indian Peninsula Railway, the Transportation Division at Byculla, the Agent of the Eastern Bengal Railway's Office, and the Office of the Divisional Transportation Superintendent, Sealdah.

(f) No enquiry has yet been made.

(g) Yes.

(h) The actual answer is "no", for a Muslim officer was employed in that office in 1928 on special duty. But no Muslim officer or Superintendent has been posted there against the permanent cadre.

(i) The bulk of the men in the office were transferred from other Railway Accounts offices. The number of appointments filled otherwise than by such transfer is relatively small, being about 1/6th of the total Staff of 1,469 employees.

(j) Yes.

(k) Government are aware of the allegations made against this officer. They are unfounded, and I wish to mention that, since July, 1929, he has been employed on the introduction of Rates Registers and of the new appointments made in connection with this work 38 per cent. have been filled by Muslims.

(l) and (m). The enquiry recently made was of a preliminary and limited character. It is now proposed to extend it to all State Railway offices and offices under the control of the Financial Commissioner, Railways.

(n) I would refer the Honourable Member to my reply to question No. 559, asked by Dr. Ziauddin Ahmad on the 17th February, 1931, and shall be glad to show the reports to any Honourable Member who wishes to see them in my office.

Mr. Muhammad Anwar-ul-Azim: With reference to the answer to (k), does not that 38 per cent. include those wage earners who are on annas 6 a day?

Mr. A. A. L. Parsons: The answer, I think, Sir, is in the negative, but I have no time to look through the whole of the list I have here.

MUSLIM CLERKS IN THE RATES REGISTER BRANCH OF THE RAILWAY CLEARING ACCOUNTS OFFICE.

654. ***Dr. Ziauddin Ahmad** (on behalf of Seth Haji Abdoola Haroon):

(a) Is it a fact that some reduction in the clerical staff of the Rates Register Branch of the Railway Clearing Accounts Office is contemplated?

(b) If so, will Government be pleased to state whether they have issued instructions to the officer in charge to see that no Muslim clerks should be settled up and whether it is not a fact that the Muslims are in a hopeless minority in the Railways?

(c) If the reply to part (b) is in the negative, will Government be pleased to state the reasons for not issuing such instructions?

Mr. A. A. L. Parsons: (a) Yes.

(b) and (c). The principles which will be followed in selecting individuals for discharge will be to discharge men in the following order:

First those who are inefficient; then those who are the least efficient; then those who have short service and among them permanent employees should ordinarily be retained in preference to temporary employees; and then those nearing the age of superannuation.

The Railway Board are considering what steps should be taken to see that the unfortunate necessity for reducing staff does not operate to the detriment of communities not at present adequately represented in railway services.

TREATMENT OF POLITICAL PRISONERS OF THE NORTH WEST FRONTIER PROVINCE.

655. ***Dr. Ziauddin Ahmad** (on behalf of Seth Haji Abdoola Haroon): (a) Are Government aware that Mr. Ahmad Shah, Bar.-at-Law, a prominent leader of the Frontier Province, who has recently been transferred from Gujrat special jail to Jullundur, has been put in solitary confinement, despite the fact of his being an "A" class prisoner?

(b) Are Government aware that Khan Ali Gul Khan, a prisoner of the Frontier Province, is suffering from tuberculosis?

(c) Do Government propose to release Khan Ali Gul Khan in view of his serious illness?

(d) Are Government aware that several other prisoners of the North West Frontier Province are suffering from various diseases?

(e) Will Government be pleased to state the reasons why these prisoners have not been released?

(f) Will Government be pleased to state the circumstances under which Hasham Gul and Shasti Gul, two prisoners of the North West Frontier Province, met their death in the Peshawar Jail?

(g) Is it a fact that Hasham Gul died within 12 hours of cane-beating?

(h) Has this conduct of the Jailor in charge of the Peshawar Jail been brought to the notice of Government by the political prisoners who are placed under him?

(i) If so, what action have Government taken in the matter?

(j) Is it a fact that sufficiently white clothes are not supplied to the political prisoners in the Frontier Jails?

(k) Is it also a fact that no warm clothing is supplied to these prisoners to protect themselves in the extreme cold?

(l) Are Government aware that as a result of this their health has been impaired?

The Honourable Sir James Orerar: I am making enquiries and will communicate the result to the Honourable Member.

TREATMENT OF POLITICAL PRISONERS OF THE NORTH WEST FRONTIER PROVINCE.

656. ***Dr. Ziauddin Ahmad** (on behalf of Seth Haji Abdoola Haroon): (a) Is it a fact that Khan Abdul Akbar Khan, President of the Afghan Jirgha and a big landlord, was placed in "A" class by the Frontier Government, but was treated as "B" class prisoner by the Punjab Government in the Gujrat special jail?

(b) Has the attention of Government been drawn to the fact that Khadim Mohamed Akbar, Manager of the National Azad High School, Utmanzai, and Secretary, Anjuman Islahul Afghana, who was sentenced to six months' imprisonment and was kept in Dera Ismail Khan Jail, was subjected to such inhuman treatment that it drove him mad?

(c) Will Government be pleased to state what action was taken by the Frontier Government in that matter?

(d) Is it a fact that the railway wagons used for transporting the political prisoners from one jail to another were, and in some cases are still, those which are used for transporting animals?

(e) Have Government taken any steps to punish those responsible for this practice?

(f) Do Government propose to issue orders to the authorities in the North West Frontier Province to discontinue such inhuman treatment of political prisoners?

(g) Are Government prepared to appoint a representative Committee of non-official Members of this House to investigate into the Frontier Jails Administration?

The Honourable Sir James Crerar: I am ascertaining the facts and will supply the information to the Honourable Member in due course.

COMMUNICATIONS RECEIVED FROM EXCHANGE BANKS.

657. ***Mr. B. Das:** Will Government be pleased to lay on the table communications, which they have received from the Exchange Banks, individually or through their Association, on the following occasions:—

- (i) in 1892 before the closing of the Mint;
- (ii) in 1900-01 when the question of the Central Bank was being discussed;
- (iii) in 1912 when the question of the Central Bank was being discussed;
- (iv) in 1920 when the Imperial Bank was being formed by the amalgamation of the Presidency Banks; and
- (v) in 1926-27 when the Reserve Bank was being formed?

The Honourable Sir George Schuster: Government consider that no useful purpose will be served by encumbering the records of the proceedings of the House with a mass of papers dealing with ancient history. The latest papers asked for by the Honourable Member *viz.*, those relating to the Reserve Bank proposals, were circulated to the Members of the Legislature at the time the Reserve Bank Bill was before the House.

OPERATIONS OF FOREIGN EXCHANGE BANKS IN INDIA.

658. ***Mr. B. Das:** Will Government be pleased to state:

- (a) whether requests have been made by the Central Banking Enquiry Committee or any member thereof for information as to the operations of the foreign Exchange Banks in India;
- (b) whether such requests have been fully complied with;
- (c) if not, whether the Finance Department propose to secure the information necessary for determining the position and activities of these foreign institutions relative to Indian banking institutions?

The Honourable Sir George Schuster: (a) and (b). So far as the British Exchange Banks are concerned, all the figures required by the Banking Committee have already been supplied. The non-British Exchange Banks were requested to supply the information either to the Secretary to the Committee or to the Secretary to the Government of India in the Finance Department. The figures have been received from six out of the nine non-British Exchange Banks addressed. Of the remaining three, one has sent the figures to the India Office, and it is believed that the other two have also followed a similar procedure.

(c) Does not arise.

PUBLICATION IN THE VERNACULARS OF THE RECOMMENDATIONS OF THE ROUND TABLE CONFERENCE.

659. ***Lala Hari Raj Swarup:** (a) What steps have Government taken to educate public opinion in India as regards the recommendations of the various sub-committees of the Round Table Conference?

(b) Do Government propose to issue the same as well as the debates in Parliament in the form of a small pamphlet in various vernaculars in India at the earliest possible date?

The Honourable Sir George Rainy: (a) The Reports of the various sub-committees of the Round Table Conference have been reprinted in India and the Volume containing them is on sale at the Central Publication Branch in Calcutta. The price of the Volume is five annas.

(b) The speech of the Prime Minister in the final plenary session of the Round Table Conference summarised the work of the various sub-committees and contained the declaration of His Majesty's Government regarding the future Government of India. The salient portions of the speech have already been published in Bengali, and arrangements have been made for the publication of the speech in the other main vernaculars of India.

PRESENT ADMINISTRATIVE ACTIONS OF THE GOVERNMENT OF INDIA AND THE PREMIER'S DECLARATION.

660. ***Lala Hari Raj Swarup:** (a) Has the attention of Government been drawn to a statement in the Prime Minister's announcement regarding the possible *interim* action under the present Government of India Act?

(b) What action, if any, has been taken by the Government of India in that direction since the Premier's declaration?

(c) If the answer to part (b) be in the negative, how do Government propose to explore the possibilities of bringing Indian administrative action more into accordance with the declarations made in London than is the case at present?

The Honourable Sir George Rainy: (a) Yes.

(b) and (c). The matter is under consideration.

COLLECTION OF STATISTICS OF EDUCATED UNEMPLOYED IN INDIA.

661. ***Lala Hari Raj Swarup:** (a) Is it a fact that the preliminary census operations have started?

(b) With reference to Government's reply to starred question No. 91 of Diwan Bahadur T. Rangachariar on the 28th January, 1931, that it has been decided to collect statistics of educated unemployed at the next census, will Government be pleased to state if instructions in this behalf have been issued to enumerators and, if so, what?

(c) If not, do Government propose to issue the necessary instructions before the final date of the census?

The Honourable Sir James Crerar: (a) Yes.

(b) Enumerators have been instructed to issue a special schedule to be filled in by educated persons who state that they are unemployed. A copy of the schedule has been placed in the Library.

(c) Does not arise.

GOVERNMENT'S PURCHASE AND SALE OF SILVER.

662. ***Lala Hari Raj Swarup:** (a) Will Government be pleased to state the total amount of silver annually purchased on behalf of Government, together with the rates from the beginning of the War?

(b) What amount of silver, at what prices, in what markets and through what agencies has been sold out during the last few years?

(c) How much undisposed of stock of silver is still available for sale?

(d) Have Government received any communication from foreign authorities requesting co-operation regarding any steps for stabilising the price of the metal?

(e) Will Government be pleased to lay on the table a full statement of their future policy as regards the sales of their silver stocks?

The Honourable Sir George Schuster: (a) The information is given in accounts Nos. 87A and 87B of the Finance and Revenue Accounts of the Government of India from 1914-15 to 1920-21 and in accounts Nos. 91 and 91A of the Finance and Revenue Accounts from 1921-22, copies of which are in the Library of the House.

(b) The attention of the Honourable Member is invited to the reply given to part (a) of Lala Rameshwar Prasad Bagla's starred question No. 311 on the 3rd February, 1931.

(c) The stock of silver coin and bullion held in the Paper Currency Reserve is shown in the published weekly abstract of the accounts of the Paper Currency Department.

(d) I shall deal with this matter in my Budget speech.

(e) I would refer the Honourable Member to my last Budget Speech, in which I stated clearly the policy of Government.

THE EXCHANGE RATIO.

663. ***Lala Hari Raj Swarup:** (a) Will Government be pleased to lay on the table a monthly statement of the market rate of exchange on sterling drafts ever since the ratio has been officially fixed at 1s. 6d.?

(b) On how many occasions did it fall below the official minimum?

(c) On what occasions was the official rate supported by (i) contraction of currency in India and (ii) sterling borrowings in London?

The Honourable Sir George Schuster: (a) I place on the table a statement showing the highest and lowest quotations for telegraphic transfers on London from April 1927 to January 1931.

(b) The Honourable Member will be able to obtain the information he requires from the statement referred to in (a).

(c) The reports of the Controller of the Currency give information as to the action taken by Government in past years. I shall deal with the current year in my Budget speech.

The highest and lowest quotations for telegraphic transfers on London.

Months.	1927-28.				1928-29.				1929-30.				1930-31.			
	Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.	
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
April .	1	5 7/8	1	5 13/16	1	5 31/32	1	5 31/32	1	5 31/32	1	5 29/32	1	5 13/16	1	5 13/16
May .	1	5 15/16	1	5 13/16	1	5 31/32	1	5 31/32	1	5 29/32	1	5 27/32	1	5 13/16	1	5 25/32
June .	1	5 29/32	1	5 27/32	1	5 31/32	1	5 27/32	1	5 7/8	1	5 13/16	1	5 13/16	1	5 25/32
July .	1	5 27/32	1	5 13/16	1	5 7/8	1	5 27/32	1	5 13/16	1	5 25/32	1	5 13/16	1	5 3/4
August .	1	5 7/8	1	5 13/16	1	5 31/32	1	5 7/8	1	5 27/32	1	5 3/4	1	5 25/32	1	5 3/4
September .	1	5 15/16	1	5 7/8	1	6	1	5 15/16	1	5 27/32	1	5 13/16	1	5 25/32	1	5 3/4
October .	1	5 15/16	1	5 29/32	1	6 1/16	1	6	1	5 27/32	1	5 13/16	1	5 13/16	1	5 25/32
November .	1	6	1	5 15/16	1	6 1/16	1	6 1/32	1	5 7/8	1	5 13/16	1	5 25/32	1	5 3/4
December .	1	6 3/32	1	6	1	6 1/32	1	6 1/32	1	5 29/32	1	5 7/8	1	5 3/4	1	5 3/4
January .	1	6 3/32	1	6 1/32	1	6 1/32	1	6	1	5 15/16	1	5 7/8	1	5 3/4	1	5 3/4
February .	1	6 1/32	1	5 15/16	1	6	1	5 15/16	1	5 7/8	1	5 27/32	1	5 3/4	1	5 3/4
March .	1	5 31/32	1	5 15/16	1	5 31/32	1	5 31/32	1	5 27/32	1	5 13/16	1	5 3/4	1	5 3/4

UNDERWRITING OF STERLING LOANS.

664. ***Lala Hari Raj Swarup:** (a) Will Government be pleased to state how many post war sterling loans out of the ten permanent loans raised were underwritten in London and through what firms of underwriters?

(b) What was (i) the percentage rate of commission paid on each occasion and (ii) the total amount of underwriting commission in all?

(c) What was the total amount of discount on each occasion?

(d) How is the provision for meeting the discount made in London?

The Honourable Sir George Schuster: (a) to (c). I place on the table a statement giving the figures required by the Honourable Member. All the arrangements regarding underwriting are made by the Secretary of State's brokers, who place the underwriting with a large number of Banks and other firms and share the commission with them. These arrangements follow exactly the practice which has become established in the City of London for placing loans.

(d) The discount is written off to revenue by a series of book adjustments extending over the currency of the loans. The discount has to be considered in conjunction with the nominal rate of interest payable on the loan. From the two combined the real rate of interest payable on the loan has to be calculated.

Sterling Loans.

No.	1 Year.	2 Rate of interest.	3 Issue price.	4 Nominal Amount.	5 Discount.	6 Underwriting charge $1\frac{1}{2}\%$.
				£		£
1	1921-22	7 % Stock	100	7,500,000	..	93,750
2	"	5½ % "	93½	10,000,000	650,000	125,000
3	1922-23	"	96	12,500,000	500,000	156,250
4	"	4½ % "	85	20,000,000	3,000,000	250,000
5	1923-24	"	90	20,000,000	2,000,000	250,000
6	1927-28	"	91½	7,500,000	637,500	93,750
7	1928-29	"	91	10,000,000	900,000	125,000
8	1929-30	6 % 32—33 Bonds.	99	6,000,000	60,000	75,000
9	1930-31	6 % 33—35 Bonds.	99	7,000,000	70,000	87,500
10	"	6 % 35—37 Bonds.	100	12,000,000		150,000
Total .				112,500,000	7,817,500	1,406,250

CONVERSION ARRANGEMENT FOR THE 7 PER CENT. STERLING LOAN.

665. ***Lala Hari Raj Swarup:** Will Government be pleased to state the amount by which the sterling debt was increased by the conversion operations of the 7 per cent. sterling loan of 1921?

The Honourable Sir George Schuster: £6,229,463 of the 7 per cent. sterling loan was converted into £12,503,394 of the 3 per cent. India Sterling Stock in accordance with the terms of issue. This only represents a nominal increase as the 3 per cent. loan is, unless the Government of India wish to redeem it, a permanent loan and therefore only represents a permanent annuity. The conversion meant a saving in interest charges of about £61,000 per annum.

CASH CERTIFICATES.

666. ***Lala Hari Raj Swarup:** (a) What was the total denominational amount of Cash Certificates issued, year by year, in India since 1917?

(b) What was the actual capital invested in the same in different circles at the end of 1930?

(c) What was the approximate accrued interest liability on the capital referred to in (b)?

(d) What steps do Government propose to take to further popularise the movement in India?

(e) Are Government aware that the organisation of the national savings movement is in the hands of an independent body in England?

(f) Do Government propose to introduce permanent conversion and other facilities in India for Cash Certificates on the lines of those already existing in Britain for the Saving Certificates?

The Honourable Sir George Schuster: (a) and (b). I place on the table statements giving the information up to the end of the financial year 1929-30. Figures for the current year are not available at present.

(c) The approximate accrued interest liability on the Certificates outstanding on the 31st March, 1930, was 8.35 lakhs on 1st October, 1930.

(d) and (f). The question of popularising Cash Certificates has been dealt with by the Provincial Banking Enquiry Committee, who have made a number of recommendations. Government will consider the question fully after receipt of the Report of the Central Banking Enquiry Committee.

(e) Yes.

(a) *Denominational amount of Cash Certificates issued.*

Year.	Rs. 10 denomi- nation.	Rs. 20 denomi- nation.	Rs. 50 denomi- nation.	Rs. 100 denomi- nation.	Rs. 500 denomi- nation.	Rs. 1,000 denomi- nation.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1917-18	2,84,68,900	196,25,680	1,31,31,150	5,85,10,400	91,66,000	This deno- mination was not introduc- ed before 1923.
1918-19	66,02,750	42,20,880	33,93,650	1,23,03,700	1,41,14,500	
1919-20	7,62,270	2,74,200	4,90,400	30,44,400	64,15,500	
1920-21	1,01,380	82,300	2,97,350	19,07,800	42,49,500	
1921-22	49,960	72,060	2,61,850	15,61,300	41,91,000	
1922-23	63,150	89,040	3,44,950	24,01,700	61,33,000	This deno- mination was not introduc- ed before 1923.
1923-24	4,07,580	4,99,420	14,94,050	1,26,08,500	5,07,48,500	
1924-25	2,97,080	5,20,060	16,11,900	1,15,91,600	2,47,38,000	
1925-26	4,80,300	8,36,760	23,60,000	1,72,38,700	3,17,64,000	
1926-27	4,32,180	6,30,780	18,73,700	1,25,21,000	2,05,27,500	
1927-28	3,88,930	5,75,040	18,77,200	1,11,30,600	1,69,55,000	4,62,13,000
1928-29	3,16,680	4,86,620	18,32,850	92,04,000	1,46,49,500	3,49,35,000
1929-30	3,95,240	5,82,300	22,05,100	1,34,83,600	2,06,62,000	5,46,53,000

(b) *Amount of Post Office Cash Certificates outstanding in each Circle at the end of 1929-30.*

Name of Postal Circle.	(In thousands of rupees.)
Bengal and Asam	6,38,99
Bihar and Orissa	1,38,97
Bombay	10,68,81
Central	2,44,48
Sind and Baluchistan	1,55,73
Punjab and North-West Frontier Province	4,71,80
United Provinces	5,17,14
Madras	2,06,56
Burma	60,70
	<hr/> 35,01,18 <hr/>

MILITARY SCHOOLS AND COLLEGES IN INDIA.

Mr. Badri Lal Rastogi: Will Government please state :

- (a) what is the total number of military schools and colleges in the whole of India; and
- (b) what is the total number of Indian and European students in each school and college of India?

Mr. G. M. Young: (a) Assuming that the question refers to schools or colleges composed exclusively of students who intend to enter the Army, the answer is four.

(b) There are 197 students in the Royal Indian Military College, Dehra Dun, and 219, 213 and 16 in the King George's Military Schools at Jullundur, Jhelum and Ajmer, respectively. The Ajmer school was opened in November last.

There are no European students in these institutions.

MILITARY SCHOOLS AND COLLEGES IN INDIA.

668. ***Mr. Badri Lal Rastogi:** (a) Will Government please enumerate the provinces of India where there is neither a military school nor a military college in existence?

(b) Do Government propose to start any military school or college in the provinces where there is none?

Mr. G. M. Young: (a) The only provinces in which such institutions are situated are the United Provinces, the Punjab and Ajmer-Merwara.

(b) There is no such scheme at present.

TECHNICAL SCHOOLS AND COLLEGES IN INDIA.

669. ***Mr. Badri Lal Rastogi:** (a) What is the total number of (i) Mechanical, (ii) Engineering, (iii) Ayurvedic and (iv) Tibbi Schools and Colleges in the whole of India?

(b) Do Government propose to start them in the province where there is neither school nor college in existence?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: (a) (i) and (ii). There were 17 engineering colleges and schools in British India in the year 1928-29, the latest year for which the Government of India have information. This number included mechanical engineering institutions.

(iii) and (iv). The Government of India have no information.

(b) The Honourable Member is no doubt aware that education is a provincial transferred subject.

RESIDENTIAL ENGLISH HIGH SCHOOLS AND COLLEGES IN INDIA.

670. ***Mr. Badri Lal Rastogi:** Will Government be pleased to lay on the table a statement, showing province by province, the number of residential English High Schools and Colleges in the whole of India?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: The information is being obtained from Local Governments and Administrations and will be laid on the table on receipt.

EXPENDITURE FOR OFFICERS AND STAFF OF THE STANDARDS OFFICE OF THE RAILWAY BOARD.

671. ***Mr. S. C. Shahani:** Will Government be pleased to state:

(a) the monthly expenditure on account of—

(i) officers,

(ii) ministerial staff,

employed in the Standards Office of the Railway Board;

(b) the period for which it has been in existence;

(c) whether it is a temporary office; and

(d) if so, when its work will be completed?

Mr. A. A. L. Parsons: (a) (i) Rs. 17,550 approximately.

(ii) Rs. 6,800 approximately.

(b) From 1st March, 1930.

(c) and (d). I would invite the Honourable Member's attention to the Memorandum by the Financial Commissioner of Railways, regarding the creation of a Central Standards Office, which gives the required information. The Memorandum is incorporated in the proceedings of the meeting of the Standing Finance Committee for Railways, Vol. VII, No. 1, dated the 29th and 30th May, 1930, a copy of which is in the Library.

STANDARDISATION OF RAILWAY STORES.

672. ***Mr. S. C. Shahani:** (1) Will Government be pleased to state:

(a) whether the Standards Office functions in an advisory or mandatory manner;

(b) the classes of stores which were intended to be standardized;

(c) those stores for which standards have been laid down; and

(d) those which yet remain to be standardized?

(2) Will Government be pleased to state the procedure adopted for the standardization of stores?

Mr. A. A. L. Parsons: (1) (a) State-managed railways are bound to adopt such standards, prepared by the Central Standards Office, as are approved by the Railway Board.

(b) Materials, plant and rolling stock in general use on Indian Railways.

(c) Standard designs have been prepared for types of locomotives, wagons and coaching underframes in general use.

Standard designs for only a few items of engineering equipment have yet been completed. About 150 standard stores specifications have been prepared.

(d) In addition to a number of items to be completed under the heads referred to in my reply to part (c), both drawings and specifications of standardised items must be constantly revised to keep abreast of up-to-date practice.

(2) Designs and specifications which it is proposed to standardise are in the first instance considered by technical committees. If the recommendations submitted by them are approved by the Railway Board, the Central Standards Office prepares detailed designs and specifications.

Dr. Ziauddin Ahmad: Are these articles standardised by this office made in India or in England?

Mr. A. A. L. Parsons: It is difficult for me to reply categorically to such a question considering the very large number of articles which have been and are being standardised; but the instructions which have been issued to the Central Standards Office are to see that, so far as possible, in the standards which they lay down, nothing is done which will prevent articles being made in India, and that on the contrary they should attempt to meet the wishes of Indian manufacturers.

Dr. Ziauddin Ahmad: Is it not the intention of this office to give a kind of monopoly to certain particular firms and in case these necessities run short all the Indian Railways should come to a standstill?

Mr. A. A. L. Parsons: That is exactly the reverse of the intention; the intention is, by standardisation, to make it easy for many firms to comply with our requirements.

Mr. S. C. Mitra: Will the Honourable Member give us an approximate idea of what percentage may be had from India of these standardised things?

Mr. A. A. L. Parsons: I am afraid it would be impossible.

FREIGHT RATES FOR THE TRANSPORT OF WHEAT.

673. ***Mr. S. C. Shañani:** Will Government be pleased to state the present freight rates for the transport of wheat *ex*-Lyallpur, (a) to Karachi, (b) to other parts of the Punjab, to which it is booked?

Mr. A. A. L. Parsons: The present freight rate for wheat from Lyallpur to Karachi is Re. -/6/10 per maund, which works out to a rate of 0.12 pie per maund per mile. This rate has been in force from the 18th November, 1930, and has been notified as applicable up to the 28th February, 1931.

The rates for wheat from Lyallpur to other parts of the Punjab served by the North Western Railway vary, according to the distances for which it is carried and according to the following scales :

	Pie per maund per mile.
(i) for distances up to 232 miles	0.33
(ii) for distances over 232 miles :	
for the first 150 miles	0.38
for extra distances above 150 miles but not exceeding 250 miles, to be added to the charge for 150 miles . .	0.25
for extra distances above 250 miles but not exceeding 400 miles, to be added to the charge for 250 miles . .	0.125
for extra distances above 400 miles to be added to the charge for 400 miles	0.115

To the rates worked out on scales (i) and (ii) above a terminal charge of 6 pies per maund is added.

Mian Muhammad Shah Nawaz: What is the actual cost incurred by the railway for carrying wheat from Lyallpur to Karachi? Is it not about 8 annas?

Mr. A. A. L. Parsons: I am afraid I cannot answer that. It is almost impossible to determine the exact cost of a moving train.

Mian Muhammad Shah Nawaz: Will he kindly determine it and let me know?

Mr. A. A. L. Parsons: I do not think it is possible to determine it.

Mian Muhammad Shah Nawaz: Approximately?

Mr. A. A. L. Parsons: Very doubtful.

Mian Muhammad Shah Nawaz: Are you not making any profit at all?

Mr. K. Ahmad: That is not parliamentary?

Mr. A. A. L. Parsons: At the reduced rate at which we are now carrying wheat from Lyallpur to Karachi, I doubt if there is very much of an element of profit left.

Dr. Ziauddin Ahmad: Will the Honourable Member try and reduce the freight to a limit so that it might be just enough to meet the expenses of the railway?

Mr. A. A. L. Parsons: Sir, we have already reduced it as an experiment for all distances over 400 miles to 0.115 per maund per mile. That is very nearly the lowest possible rate.

Mr. B. Das: Is it not a fact, Sir, that the North Western Railway is already running at a loss?

Mr. A. A. L. Parsons: The traffic returns are not good.

COMMUNITIES REPRESENTED AMONG POSTMASTERS IN THE BENGAL AND ASSAM POSTAL CIRCLE.

674. *Dr. Ziauddin Ahmad: (a) Has the Director-General of Posts and Telegraphs seen the tabular statement given by Mr. Shillidy in reply to starred question No. 182 of this Session?

(b) What action do Government propose to take to fulfil their promises?

Mr. J. A. Shillidy: (a) Yes.

(b) The Honourable Member presumably refers to the instructions issued by Government in regard to recruitment. The appointments referred to in my statement are filled by promotion.

COURSES OF INSTRUCTION AND SYLLABUS OF STUDIES AT THE MILITARY COLLEGE, DEHRA DUN.

675. *Dr. Ziauddin Ahmad: (a) Is it not a fact that the courses of instruction and syllabus of studies in the so-called Military College, Dehra Dun, do not include any subject about military service and military training?

(b) Why is it called a military college?

Mr. G. M. Young: (a) Yes.

(b) Because it trains students for the Army entrance examination.

SHARE CAPITAL OF THE BENGAL AND NORTH WESTERN RAILWAY AND THE ROHILKUND AND KUMAON RAILWAY.

676. *Dr. Ziauddin Ahmad: (a) Is it not a fact that Government in reply to starred question No. 212 of this Session by Lala Hari Raj Swarup gave the estimated cost of purchase of the Bengal and North Western and Rohilkund and Kumaon Railways?

(b) What is the share capital of these two Railways?

Mr. A. A. L. Parsons: (a) Yes.

(b) *Bengal and North Western Railway:*

	£
Ordinary Share Capital	3,000,000
and also	
Preference stock $3\frac{1}{2}$ per cent. and 4 per cent.	3,000,000
In addition, debentures	1,313,666

Rohilkund and Kumaon Railway:

	£
Ordinary Share Capital	400,000
Preference stock 4 per cent.	400,000
In addition, debentures	800,000

Mr. Gaya Prasad Singh: When do Government propose to appoint a Committee to go into the question of the purchase of the Bengal and North Western Railway?

The Honourable Sir George Rainy: Before the end of this Session, Sir.

RATE OF PROGRESS IN INDIA.

677. ***Dr. Ziauddin Ahmad:** (a) Have Government seen the article "Five Hundred Years Hence" published in the *Muslim Outlook* of the 21st January, 1931?

(b) Are the figures about the rate of progress and the rate of retrogression as given in this article correct?

(c) If so, what steps are Government contemplating to take in order to reduce the period of 500 years?

Mr. A. A. L. Parsons: (a) Yes.

(b) The percentages of Muslims on State and Company-managed railways, as given in the article, which are what, I think, the Honourable Member refers to, are correct.

(c) The application of the existing orders of Government with regard to recruitment to the railway services will, as vacancies occur, secure the adequate representation of Muslims, as of other communities, in these services as quickly as possible; and the apprehension that it will take 500 years is, I can assure the Honourable Member quite unfounded. But the Railway Board are not satisfied that the practical measures taken to carry out the policy of Government have been fully effective; it has therefore been decided to depute two officers specially to deal with the question.

DISPOSAL OF BUILDINGS FORMERLY USED BY DISTRICT OPIUM OFFICERS.

678. ***Dr. Ziauddin Ahmad:** (a) Will Government be pleased to mention the names of the districts in the United Provinces from which the headquarters of District Opium Officers have been removed during the last five years?

(b) How did Government dispose of the buildings in each case?

(c) How many of these buildings were sold to private individuals and how many of them were transferred to the Government of the United Provinces and at what prices?

(d) How many buildings have not yet been sold or transferred to the Government of the United Provinces?

The Honourable Sir George Schuster: The information is being obtained and will be furnished to the Honourable Member in due course.

Mr. K. Ahmed: Are Government aware that the Opium House at Etawah is occupied by a non-official on payment of a certain amount of rent? If the answer is in the negative, will they be good enough to inform the House how the building is now utilised?

The Honourable Sir George Schuster: I am afraid the answer to both parts of the question is in the negative. I have no information on the subject, but I should be very pleased to go into the matter if the Honourable Member will put the statement of facts or the information which he requires before me.

Dr. Ziauddin Ahmad: Is it not a fact that the Opium House was handed over to the High Court, and the Munsiff and Sub-Judge are residing in the Opium House at Etawah?

The Honourable Sir George Schuster: I have already informed the House that I have at the moment no information on the subject, but I should be very pleased to inquire into the facts.

Mr. K. Ahmed: Are Government aware that Dr. Ziauddin Ahmad is occupying that building, and being a non-official Member of this House, he is circulating to his colleagues . . .

Dr. Ziauddin Ahmad: It is not quite correct.

Mr. K. Ahmed: He is circulating to his colleagues from the Opium House a letter dated November 1930 from Etah asking them to attend a certain meeting to form a special coalition group in this Assembly?

EXPANSION OF PRIMARY EDUCATION IN THE NORTH WEST FRONTIER PROVINCE.

679. ***Dr. Ziauddin Ahmad:** (a) What steps have Government taken during the last three years for the expansion of primary education in the North West Frontier Province?

(b) What is the percentage of children now under instruction to the total children of school-going age?

(c) What is the percentage in the Punjab?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: (a) During the three years ending the 31st March, 1930, 175 primary schools were opened, and 97 additional teachers were appointed to existing primary schools, and three additional Assistant District Inspectors of Schools were appointed. 162 buildings for primary schools were sanctioned and their construction is now either complete or proceeding.

(b) 26·1 per cent.

(c) 42·1 per cent.

SHORT NOTICE OF EXAMINATION FOR RECRUITMENT TO THE SECRETARIAT AND ATTACHED OFFICES.

680. ***Mr. S. C. Mitra:** (a) Is it a fact that an examination by the Public Service Commission of Departmental candidates for recruitment in the Government of India Secretariat and attached offices will be held on the 24th of February next?

(b) Is it a fact that the Government of India are issuing the usual notification regarding the examination in the next week?

(c) If the answer to part (b) above be in the negative, do Government propose to inform the candidates at least three months before the date of the examination as they did in the case of the General examination of the Public Service Commission? If not, why not?

The Honourable Sir James Crerar: (a), (b) and (c). An examination for departmental candidates for filling certain vacancies in the Secretariat and attached offices will be held towards the end of March, and a notice will be issued at least one month before the examination. In the opinion of the Government of India one month is adequate for departmental candidates to prepare for the examination, especially as it has been generally known that such an examination would be held, although the exact dates have not been announced.

THE PEOPLE'S FAIR IN DELHI.

681. **Rai Bahadur Sukhraj Rai:** Will Government be pleased to state:

- (a) what is the actual expenditure incurred in connection with the Peoples' Fair held by the side of the old Delhi Fort;
- (b) what is the approximate number of stalls which were erected in the Fair and how many of them were actually occupied;
- (c) how many of these stalls were used for games;
- (d) whether there was any picketing at the gates by some ladies; and if so, whether they asked for Loycott on account of the preponderance of 'gambling dens' or on any other principle?

Mr. J. A. Shillidy: (a), (b), (c) and (d). The People's Fair below the Fort was managed by a Committee which was not an official body and the expenditure was met from private subscriptions, except that on fire-works which were paid for by Government. I regret, therefore, that I am not in possession of the information for which the Honourable Member asks.

Mr. K. Ahmed: Did not the Honourable Member ask us in the Standing Finance Committee to pass Rs. 20,000 or more for the fireworks?

Mr. J. A. Shillidy: That is quite correct.

Mr. K. Ahmed: Will he then kindly revise his answer?

Mr. J. A. Shillidy: I did not say that all the expenses were incurred by the Committee.

Mr. K. Ahmed: May I ask, Sir, that before spending this sum of Rs. 20,000 or more on fireworks, if the Honourable Member had not had time and opportunity to give us a chance to enter into the details and see whether the expenditure was justified, and whether something less than that could not have been enough?

Mr. J. A. Shillidy: It is a great pity that the Honourable Member asks questions before he listens to the answer. My reply was that the expenditure was met from private subscriptions except that on fireworks which was paid by Government.

Mr. Gaya Prasad Singh: Is it not a fact, Sir, that a sum of Rs. 40,000 was also spent by Government on illuminations, and the total expenditure, including that on fireworks, has come to over Rs. 60,000?

Mr. J. A. Shillidy: I have been referring to the question of expenditure incurred on the Peoples' Fair, and my reply was to that question.

ALLOTMENT OF SEATS FOR THE PEOPLE'S FAIR IN DELHI.

682. ***Rai Bahadur Sukhraj Rai:** Will Government be pleased to state:

- (a) who was in charge of the arrangements for the accommodation of the Members of the Legislatures in the Fort Buildings to enable them to see the Peoples' Fête;
- (b) why it is that no seats were allotted to them and some had to remain standing for want of accommodation; and
- (c) if it is a fact that the military officers sat in the front and occupied most of the seats that were there?

Mr. J. A. Shillidy: (a) The Central Public Works Department under the general directions of the Government of India in the Department of Industries and Labour.

(b) There were sufficient chairs inside the grounds to seat all guests.

(c) The military officers to whom the Honourable Member refers were the representatives of the Indian Army. Looking to their numbers, it would not have been possible for them to have occupied most of the seats in the Fort. The seats were not marked for individual guests and presumably those who arrived early took possession of the most favourable positions from which to view the events in the arena below.

Mr. K. Ahmed: In view of the fact that the Honourable Mr. Shillidy has been taking so much interest in the matter, did it not strike him as somewhat curious that the military people should have occupied the front seats and the ladies should have occupied seats behind them?

Mr. J. A. Shillidy: It is quite probable. But what I said was that the military officers to whom the Honourable Member referred were the representatives of the Indian Army. They came first and they took the most favourable positions.

Mr. B. Das: What is the convention that guided the Honourable Member's Department to make Members of the Legislature sit at the furthestmost corner in every public function that had been organised for this celebration?

Mr. J. A. Shillidy: There is no such convention in my Department.

Mr. B. Das: Does the Honourable Member take the responsibility of segregating the Members of the Central Legislature to the furthestmost corner in every public function?

Mr. J. A. Shillidy: I am a Member of the Assembly myself and I am not conscious that I segregated myself to the furthestmost corner anywhere.

Mr. B. Das: Has the Honourable Member's attention been drawn to the Press comments that the non-official Members of both the Chambers were relegated to the furthestmost corner, whereas only Government officials were allowed to sit near His Excellency the Viceroy?

Mr. J. A. Shillidy: No, Sir. There may have been Press comments, but as I explained last time, we were at particular pains to see that the Members of both this House and of the Council of State were given good seats from which they could both see and hear. I myself went down and looked at these seats before they were finally allotted and satisfied myself on that score. It was about the very first question that I raised, that the Members of the Assembly and of the Council of State should be given seats from which they could both see and hear.

(At this stage Mr. B. Das rose to put another question.)

Mr. President: Order, order. It is past twelve.

UNSTARRED QUESTIONS AND ANSWERS.

EXPENDITURE INCURRED ON THE WATCH AND WARD DEPARTMENT OF RAILWAYS.

212. **Lala Brij Kishore:** Will Government be pleased to state:

(a) what is the total amount of expenditure for the last year incurred on the Watch and Ward Department of the Indian Railways?

(b) what is the gain to the Railway Department on account of the maintenance of this Department;

(c) how much of this gain is to be ascribed to the Ellis patent lock system?

Mr. A. A. L. Parsons: (a) In 1929-30 the total expenditure on Watch and Ward was Rs. 45,12,000.

(b) Though, of course, the activities of this Department prevent losses both to railways and the public, it is not possible to say what extra losses would be incurred or extra claims for compensation have to be paid if the Department was not in existence.

(c) Similarly it is not possible to give any figure here.

SPECIAL OFFICERS EMPLOYED BY THE RAILWAY BOARD.

213. Lala Brij Kishore: Will Government be pleased to state:

(a) how many officers on special duty are employed with the Railway Board and what is the precise nature of their duties; and

(b) what is the total amount of expenditure for the last year incurred on these officers, their staff, pay and travelling allowance?

Mr. A. A. L. Parsons: (a) There are 16 officers on special duty under the Railway Board. A statement showing the nature of the duties on which they are employed is laid on the table.

(b) The total expenses incurred in 1929-30 for officers on special duty under the Railway Board was Rs. 1,85,270.

Statement showing the nature of the duties of officers on special duty under the Railway Board.

No. of officers.	Nature of special duty.
1	In connection with the purchase of sleepers and timber required for use on railways.
1	To assist the E. I. and E. B. Railways in effecting economy and to introduce changes in procedure which will lead to economy in printing charges including economy in the wages bills of these railways Printing Presses.
2	To investigate and report on the possibility of reducing the periodical returns prepared by State-managed railways and to make proposals for revising procedure with a view to effecting economies in establishment charges and contingencies.
1	In connection with the enforcement of the provisions of the Indian Railways Amendment Act 1930, regulating the Hours of Employment of Railway servants.
	In connection with the scheme for the Mechanisation of Accounts and experiments in regard to the introduction of Rate Registers on Railways.
1	In connection with the investigation into the suitability of the existing scales of pay of subordinate establishment including the clerical staff on State-managed railways.
1	To examine and report on the possibilities of reduction of expenditure on the repairs and maintenance of permanent way and of the structural works included in Abstract A of Railway Accounts on State-worked Railways.
2	In connection with the revision of State Railways Executive Codes.

No. of officers.	Nature of special duty.
1	In connection with the investigation into the existing system of imposition of debits on railway employees.
1	In connection with enquiries regarding rates and fares on railways,
1	To report on the location of the office and staff quarters for the Railway Clearing Accounts Office.
2	In connection with the framing of an estimate of the cost of giving assistance to railway employees towards the education of their children and the preparation of a report on the question of the best method of Administration of railway Schools.
1	In connection with (i) the introduction of arrangements for the accurate preparation of the classified List of State Railways and the History of Services of Officers of Railways, (ii) framing of detailed proposals to give effect to the reorganisation of the Superior Cadre of State-managed Railways.

APPOINTMENT OF ASSISTANT AND DEPUTY ASSISTANT ENGINEERS IN THE POSTS AND TELEGRAPHS DEPARTMENT.

214. **Mr. Gaya Prasad Singh:** (a) Referring to my starred question No. 566 dated the 12th March, 1930, will Government please state if permanent Engineering Supervisors recruited according to the old method were informed at the time they were entertained in the Branch that their promotion to the grade of Deputy Assistant Engineer, which they would have got in the normal course had not the new rules been introduced, would be stopped and they could not hope for promotion beyond the grade of Engineering Supervisors?

(b) With reference to the same question will Government please state why new rules of recruitment to the cadre of Engineering Supervisors are to affect promotions of Engineering Supervisors already in the Branch and who were entertained when such rules were not in force and who joined the branch on the understanding that they would be eligible for promotion to the Deputy Assistant Engineer's grade according to the rules in force then?

(c) If in consequence of the issue of new orders the method of training of Engineering Supervisors for subsequent promotion to the Deputy Assistant Engineers' grade which was previously in force was abolished, why permanent Engineering Supervisors are not allowed to appear for the examination under the new method and why the new rules were not framed keeping in view the case of Engineering Supervisors recruited according to the method then in force?

(d) Have Government taken any action to remove the grievances of the 21 Engineering Supervisors who were given only one chance of appearing for the selection examination for subsequent promotion to the Deputy Assistant Engineers' grade held in 1927? If not, why not?

(e) Is it a fact that in the past the papers for the examination, such as referred to in my question No. 177 (b) of the 16th September 1929, were set in the office of the Chief Electrician, Calcutta? If so, was there any departure in 1927 in setting and valuing the papers for the examination referred to above? Why was this procedure altered in 1927? Is it a fact that when papers were set and valued in the Chief Electrician's office, no complaints or requests to re-value the papers were received from the staff or their Unions?

Mr. J. A. Shillidy: (a) The reply is in the negative so far as Engineering Supervisors recruited before 1st July, 1927, are concerned.

(b) As the Engineering Supervisors recruited under the old method were, generally speaking, not found to be of sufficient education to be trained for and to hold the posts of Deputy Assistant Engineers, the old method of promotion to the cadre of Deputy Assistant Engineers was abolished.

(c) The examination under the new method is held in order to select candidates for training and subsequent appointment as Engineering Supervisors and not for the promotion of Engineering Supervisors to the Deputy Assistant Engineer's grade.

(d) Government do not admit that these men who were given an opportunity of passing the examination in 1927 and failed to do so have any grievance.

(e) The reply to the first and the second part of the question is in the affirmative. The procedure was altered in 1927 for administrative reasons. The reply to the fourth part of the question is in the affirmative.

PERCENTAGE OF ANGLO-INDIANS AND INDIANS IN CERTAIN APPOINTMENTS IN THE POSTS AND TELEGRAPHS DEPARTMENT.

215. **Mr. Gaya Prasad Singh:** (a) Will Government please state the total number of appointments and the percentage of Anglo-Indians and the Indians separately in each of the following cadres of the Posts and Telegraphs Department: (1) Assistant Engineers, (2) Deputy Assistant Engineers, Class I, (3) Deputy Assistant Engineers, Class II?

(b) Is the percentage of appointments held by the Anglo-Indians greater than that of Indians or is it less? If it is greater, what are the reasons that such a small or minor community should secure a greater proportion of appointments?

Mr. J. A. Shillidy: (a) The information is furnished below:

Grade.	No. of appointments.	Anglo-Indians.	Indians.	Percentage of Anglo-Indians.	Percentage of Indians.
Assistant Engineer	15	15	Nil.	100 per cent	Nil.
Deputy Assistant Engineer, I class.	22	22	Nil.	100 per cent	Nil.
Deputy Assistant Engineer II class.	40	34	6	85 per cent	15 per cent.

(b) The percentage of Anglo-Indians is greater. This is due to the fact that the recruitment to the grades of Assistant Engineers and Deputy Assistant Engineers was made by eventual promotion from the ranks of General Service telegraphists who were mostly Anglo-Indians.

REDUCTION IN STAFF OF GOVERNMENT DEPARTMENTS.

216. Sir Zulfiqar Ali Khan: (a) Is it a fact that Government have ordered a reduction in staff of all Departments?

(b) If so, do Government propose to look into the desirability of retiring (i) such of the persons that have already rendered 30 years service; and (ii) such of them as have already attained 55 years of age?

The Honourable Sir George Schuster: (a) No general orders of this kind have been issued.

(b) Does not arise.

APPOINTMENT OF MUSLIMS AS TRAIN CONTROLLERS.

217. Sir Zulfiqar Ali Khan: (a) Is it a fact that very recently the North Western Railway Administration has promoted 51 persons of its staff to the post of Assistant Train Controller and only one of them is a Muslim?

(b) If so, will Government please state (i) for what reasons Muslims who were being trained in the duties of Train Controller have been left out in this way; and (ii) how many of those promoted as Train Controllers are Sindhi non-Muslims and what pay they were drawing before this promotion?

(c) Will Government please state (i) the total number of students that were selected for the different Railway Training Schools last year all over India and (ii) the number of Muslims in each?

Mr. A. A. L. Parsons: I have called for information from the Agent, North Western Railway, and will communicate with the Honourable Member on its receipt.

ACCIDENTS ON THE FOREST ROPEWAY WORK AT THAI.

218. Khan Bahadur Haji Wajihuddin: Will Government be pleased to state:

(a) the number of accidents which occurred on the Forest Ropeway work since it was started at Thai near Abbottabad;

(b) whether the Factory Act has been introduced in the province; and

(c) whether the accidents were treated according to the provisions of the Factory Act? If not, why not?

Mr. J. A. Shillidy: (a) Three.

(b) The Indian Factories Act applies to the North West Frontier Province.

(c) No. The Thai ropeway is reported to be outside the scope of the definition of "factory" in section 2 (3) of the Indian Factories Act.

EXPENDITURE ON THE FOREST ROPEWAY WORK AT THAI.

219. **Khan Bahadur Haji Wajihuddin:** Will Government be pleased to state:

- (a) the date on which the Forest Ropeway work at Thai was completed;
- (b) the total amount of expenditure incurred on the same;
- (c) the amount of annual receipts and expenditure of the work from the date it was started till 1st January, 1931; and
- (d) whether the work is carried on on the responsibility of a gazetted officer of the Department? If not, why not?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: The information asked for is being collected and will be communicated to the Honourable Member in due course.

APPOINTMENT OF ASSISTANT PAY AND ACCOUNTS OFFICERS IN THE NORTH-WEST FRONTIER PROVINCE.

220. **Khan Bahadur Haji Wajihuddin:** (a) Will Government be pleased to state the total number of appointments of Assistant Pay and Accounts Officers in India and the number of appointments held by Muslims?

(b) Will Government be pleased to state if it is a fact that a second appointment of Assistant Pay and Accounts officer has lately been sanctioned for the North West Frontier Province? If so, do Government propose to consider the paucity of Muslim officers in the cadre and the desirability of appointing a Muslim for that province in which the Muslims form 95 per cent. of the population?

The Honourable Sir George Schuster: I would refer the Honourable Member to the reply I gave on the 17th February, 1931, to his identical question No. 205.

REPRESENTATION OF MUSLIMS ON THE GOVERNING COMMITTEE OF THE FRONTIER HIGH SCHOOL, PESHAWAR CANTONMENT.

221. **Khan Bahadur Haji Wajihuddin:** I. Will Government be pleased to state if it is a fact:

- (a) that according to the constitution of the Frontier High School, Peshawar Cantonment, the Deputy Commissioner of the District is an *ex-officio* President of the Committee Governing the School, and that he is the controlling authority of the Committee;
- (b) that against the conditions of the constitution, the non-Muslim element has monopolized the membership of the Committee, depriving Muslim residents of the Cantonment from their due share of representation on the Committee; and
- (c) that the number of Muslims on the staff of the School is not adequate?

II. If the answers to the above questions be in the affirmative, do Government propose to have the conditions of the constitution enforced?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: The information is being obtained from the Local Administration and will be supplied to the Honourable Member on receipt.

BAD CONDITION OF ROADS IN PESHAWAR CITY.

222. **Khan Bahadur Haji Wajihuddin:** I. Will Government be pleased to state if it is a fact:

- (a) that the residents of certain mohallas of the City of Peshawar submitted representations to the Honourable the Chief Commissioner, North West Frontier Province, and other officers concerned last year regarding the greatest inconvenience caused to them on account of accumulation of mud on all the roads inside the town, which are rendered impassable after rain for weeks; and
- (b) that no such trouble exists in the mohallahs and bazaars in the Cantonment, because the roads there are in proper condition?

II. If the answers to the above questions be in the affirmative, do Government propose to:

- (a) cause inquiries to be made regarding the present condition of the roads and the reasons for the inconvenience caused; and
- (b) have the old and constant complaints of the residents of the town removed as soon as practicable by having the roads properly remodelled?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: It is hardly likely that the sanitary condition of the mohallahs and bazaars of the Peshawar City is as good as that of those of the Peshawar Cantonment, and the attention of the Peshawar Municipality will be invited to the matter.

POLITICAL BODIES FORBIDDEN TO GOVERNMENT SERVANTS.

223. **Khan Bahadur Haji Wajihuddin:** With reference to the reply given by Government to question No. 605, asked on the 19th February, 1929, by Mr. Anwarul Azim, will Government be pleased to state:

- (a) whether the restrictions laid down in the Government Servants' Conduct Rules, prohibiting officials from taking part in political associations do not apply to officials taking part in Muslim Associations, Hindu Sabhas and Arya Samajes referred to in question No. 549, asked by the same questioner on the 13th September, 1928, and
- (b) whether the Muslim Associations, Hindu Sabhas and Arya Samajes come under the category of political bodies?

Mr. J. G. Acheson: Enquiry has been made from the Local Administration, and the information will be sent to the Honourable Member in due course.

UNRELIABLE VOTERS' REGISTERS FOR THE MUNICIPAL ELECTION IN THE CITY OF PESHAWAR.

224. **Khan Bahadur Haji Wajihuddin:** I. Will Government be pleased to state if it is a fact:

- (a) that municipal election was introduced in the City of Peshawar for the first time in 1929;
- (b) that an inexperienced junior official was deputed for the preparation of voters' registers;
- (c) that the officer refrained from exercising due supervision in the preparation of the important registers and the work was left entirely in the hands of inexperienced and raw youths employed as Munshis;
- (d) that both Hindus and Muslims complained of the voters registers being unreliable, incomplete and worthless on the ground that many educated and respectable people had been omitted and men of straw and minors who were not eligible were enfranchised;
- (e) that the officer mentioned at (b) who was appointed a presiding Magistrate sanctioned numerous applications for correction of wrong entries in the registers presented in the course of voting proceedings and that the anomalous proceeding was ordered by the Deputy Commissioner to be cancelled;
- (f) that in fact the result of election was seriously affected by such enfranchisement of ineligible people?

II. If answers to the above questions be in the affirmative, will Government be pleased to state if

- (a) the District authority inquired into the unreliability of the registers; if not, why not; and
- (b) the local Government caused inquiries to be made into the conduct of the official under reference; if not, why not?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain (to questions Nos. 224 and 225): It scarcely seems necessary to make inquiries about the election of 1929, as now, in 1931, the franchise is being changed, the words are being changed, and a completely new system is being worked out. The attention of the Chief Commissioner will however be drawn to this matter.

ALLOTMENT OF SEATS FOR VARIOUS COMMUNITIES IN THE MUNICIPAL COMMITTEE OF PESHAWAR CITY.

†225. **Khan Bahadur Haji Wajihuddin:** (a) Will Government be pleased to state whether the following elected and nominated seats had been allotted to the members of the Committee of Peshawar City on a population basis in 1929:

	Elected.	Nominated.	Total composition.
Muslims . . .	5	3	8
Hindus . . .	2	2	4
Sikhs . . .	1	2	3
			<hr/>
		Total	15

† For answer to this question, see answer to unstarred question No. 224.

(b) If the answer to the above question be in the negative, will Government be pleased to state on what consideration the above seats had been assigned in both cases?

EXPENDITURE INCURRED ON THE MUNICIPAL ELECTION IN PESHAWAR CITY IN 1929.

226. **Khan Bahadur Haji Wajihuddin:** (a) Will Government be pleased to state the total amount of expenditure incurred by the Peshawar Municipality in the purchase of papers, printing and salaries of officers and establishment employed on the preparation of voters registers in 1929? Is it a fact that these registers ultimately turned out to be unreliable and worthless?

(b) Will Government be pleased to state if it is true that a sum of about Rs. 40,000 was spent by the Municipality on the work?

(c) If the answer to part (b) above be in the affirmative, will Government please state who is responsible for the waste of the public money?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: Information is being collected and will be supplied to the Honourable Member when available.

INTRODUCTION OF THE ELECTIVE SYSTEM IN CANTONMENTS IN THE NORTH WEST FRONTIER PROVINCE.

227. **Khan Bahadur Haji Wajihuddin:** (a) With reference to the reply given by Government to question No. 382, asked on the 18th September, 1928, by Maulvi Sayyed Murtuza Sahib Bahadur, will Government be pleased to state whether it is a fact that:

(a) (i) the elective system is again being introduced in the Municipalities and District Boards of Peshawar and other towns in the North West Frontier Province this year; and

(ii) it is proposed not to introduce the same system in the Cantonment Board of Peshawar and other Cantonments?

(b) If so, will Government be pleased to state:

(i) why the residents of the cantonments are being deprived of the privileges granted to those of the towns in the North West Frontier Province; and

(ii) on what grounds the discretion of the Local Government disallowing the introduction of the elective system in cantonments of the province is based?

(c) Are Government aware that the Muslim residents of Peshawar Cantonment have lately submitted a representation to the Local Government on the subject? If so, do Government propose to accede to the request of the people?

Mr. G. M. Young: The attention of the Honourable Member is invited to my reply to his unstarred question No. 130, dated the 28th January, 1931. The Report has just been received from the Local Administration and the matter is receiving the attention of the Government of India.

SERVICE CONDITIONS OF TELEPHONE OPERATORS.

228. **Mr. Amar Nath Dutt:** (a) Has the attention of Government been drawn to the letter entitled "Service condition of telephone operators" published in the *Liberty* of the 14th October, 1930? Is it a fact that the posts of telephone operators are not pensionable? If so, do Government propose to make those posts pensionable or grant them any bonus or gratuity?

(b) Is it a fact that the telephone operators have no prospect in the department? If not, will Government be pleased to state whether there is any provision for their technical training?

(c) Is it a fact that the scale of pay of operators in Patna Division are of four kinds, i.e., Rs. 35 to 75, 40 to 80, 35 to 135 and 40 to 140? Is it a fact that all the four grades have the same responsibilities and perform the same nature of work? If so, will Government please give reasons for such difference in pay?

(d) Is it a fact that the telephone operators do not enjoy any holiday throughout the year? Will Government please say if the telephone operators are given any compensatory allowance for working even on holidays? If not, will Government please state reasons for the same?

(e) Is it a fact that there are no Selection Grade appointments for telephone operators? If not, will Government please state the reasons?

Mr. J. A. Shillidy: (a) First part—Yes.

Second part—The services of those appointed on or after the 1st March, 1919, are non-pensionable.

Last part—There are no such proposals before Government.

(b) It is not quite correct to say that telephone operators have no prospects. Those telephone operators who fulfil the conditions prescribed for direct recruits for appointment to the cadre of Engineering Supervisors are eligible for promotion to that cadre. The second part of the question does not arise.

(c) The scales of pay of class I operators in the Patna Division are Rs. 40—140 and Rs. 35—135, the higher scale being fixed for Patna City only in consideration of the higher cost of living. For similar reasons, class II operators draw either Rs. 40—80 or Rs. 35—75 according to the localities in which they are employed. The nature and responsibilities of work performed by both classes are approximately the same, but class I operators are usually employed in larger exchanges.

(d) Telephone operators ordinarily perform 50 hours' duty per week. They are granted overtime for any duty performed in excess of 50 hours per week.

(e) Yes, Government considered that Selection Grade posts for telephone operators were not required.

SALE OF MEAT IN PESHAWAR.

229. **Khan Bahadur Haji Wajihuddin:** (1) Are Government aware that:

(a) there is a fortified market in the Peshawar Cantonment, away from the Bazar in which mutton is sold, for which licensed Muslim butchers are required to pay Rs. 2,664 per mensem as rent of the Cantonment shops in the market for the current year;

- (b) licences have been granted to Sikhs since for years to sell Jhatka-meat openly in the Sadar Bazar on payment of 0-2-0 per head as slaughter fee; and
- (c) great indignation prevails among the Muslim residents of the Cantonment for hurting their religious susceptibilities?

(2) If the reply to the above question be in the affirmative, do Government propose immediately to stop the open sale of Jhatka-meat in the Sadar Bazar and confine the same in a walled building at a distance from the Bazar, or allow the sale of mutton, etc., in the Bazar as is being done in the City of Peshawar?

Mr. G. M. Young: I am making enquiries and will let the Honourable Member know the result in due course.

GRANT OF LAND FOR THE CONSTRUCTION OF AN ISLAMIA HIGH SCHOOL IN PESHAWAR.

230. Khan Bahadur Haji Wajihuddin: (1) With reference to paragraph 4 of the reply given by Government to question No. 661, asked by Mr. Muhammad Ismail Khan on the 19th February, 1929, on the subject of the Peshawar District Headquarter's refusal to grant a piece of land outside Edwards Gate of Peshawar City for the construction of an Islamia High School, Peshawar Cantonment, on the ground that it was left open as a sanitary cordon between the City and Cantonment, will Government be pleased to state if it is a fact that the land applied for is being actually used for public latrines?

(2) In the interests of the health of the troops, do Government propose to remove the latrines under reference from the ground immediately?

Mr. G. M. Young: (1) According to the information of Government, the answer is in the negative.

(2) Does not arise.

REPRESENTATION OF MUSLIMS IN THE OFFICE OF THE DIRECTOR GENERAL OF POSTS AND TELEGRAPHS.

231. Khan Bahadur Haji Wajihuddin: (1) Will Government be pleased to state:

- (a) the present number of Assistant Directors General (acting and permanent hands to be shown separately) working in the Office of the Director General of Posts and Telegraphs in India and the number of Muslims holding the same; and
- (b) the number of Hindus and Muslims holding the twenty Selection Grade appointments ranging in pay from Rs. 300 to 750, in the same office?

(2) In case the Muslims are under-represented in the service or are conspicuous by their total absence, will Government be pleased to state what measures they propose to adopt to remove this state of things?

Mr. J. A. Shillidy: (1). (a) Four permanent and three officiating. One Muslim is officiating as Assistant Director-General.

(b) There are only 17 posts of Superintendents to which the Honourable Member is presumably referring. Of these 16 are held by Hindus and one by a Christian.

(2) Government are not unmindful of the claims of the Muslim community, but I would remind the Honourable Member that appointments to the posts he mentions are made by promotions within the service.

APPOINTMENT OF MUSLIMS IN VARIOUS OFFICES IN THE NORTH WEST-FRONTIER PROVINCE.

232. **Khan Bahadur Haji Wajihuddin:** (1) Is it a fact that:

- (a) sanction has been accorded by Government to the formation of a new district with headquarters at Mardan in the Peshawar District;
- (b) on the retirement of the present non-Muslim incumbent the appointment of Head Clerk of Peshawar District Office will fall vacant shortly;

(c) in the Offices of:

- (i) The Honourable the Commissioner,
- (ii) The Judicial Commissioner,
- (iii) The Revenue Commissioner,
- (iv) The Irrigation Secretariat, and Divisions,
- (v) The Police Department, Peshawar,
- (vi) The Deputy Commissioners of the five districts, and
- (vii) The Peshawar Municipality,

the permanent appointments of Head Clerks, Head Assistants and Superintendents are held exclusively by non-Muslims who have enjoyed the monopoly of the same from time immemorial; and:

- (d) Government informed this House in reply to Question No. 454, asked by Mr. Muhammed Ismail Khan in last year's Delhi session in the following terms:

“No precise proportion has been fixed but every consideration is being paid to the claims of the increasingly large number of educated Muslims now available”?

(2) If the replies to the above questions be in the affirmative, do Government propose to appoint qualified senior Muslim permanent residents of the Province as Head Clerks for the new and Peshawar District Offices?

Mr. J. G. Acheson: (1). (a) No, Sir.

(d) Yes, Sir.

(1) (b), (c) and (2). The information is being obtained and will be supplied to the Honourable Member when received.

THE RAILWAY BUDGET—LIST OF DEMANDS.

SECOND STAGE.

Mr. President: Before the House takes up the question of Demands for Grants, I should like to make a few remarks as regards the procedure to be followed. I find that, in the past, Rules and Standing Orders have been construed to mean that the original Demand should be taken as a substantive proposition and motions for reduction or omission as amendments. On that construction, no right of reply has been allowed to Honourable Members who move motions for reduction or omission. I have examined the Rules and Standing Orders on the subject, and I find that propositions for reduction or omission are motions. I would draw the attention of Honourable Members to Rule 48 and Standing Order 72, in both of which proposals to omit or reduce any grant are described as motions. That being so, I should like to invite the attention of the House to page 22 of the Manual of Business and Procedure, which provides the right of reply. Under para. 60 (3) of the Manual, it is stated:

"A member who has moved a motion may speak again by way of reply, and if the motion is moved by a non-official member, the Member of the Government to whose department the matter relates may, with the permission of the President, speak after the mover has replied."

It appears to me that the procedure laid down is quite clear and it entitles those non-official Members, who have given notice of a motion to reduce or omit a grant, to a right of reply. I propose to allow that right to them during the discussions that will take place today and on subsequent days. (Applause.)

DEMAND NO. 1.—RAILWAY BOARD.

The Honourable Sir George Rainy (Member for Commerce and Railways): I move:

"That a sum not exceeding Rs. 11,50,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1932, in respect of 'Railway Board'."

Mr. B. Das (Orissa Division: Non-Muhammadan): I do not move motion No. 1.*

Mr. S. C. Shahani (Sind: Non-Muhammadan Rural): I do not move motion No. 2.†

Retrenchment.

Mr. B. Das: I move:

"That the Demand under the head 'Railway Board' be reduced by Rs. 1,15,000."

Sir, everybody knows what a bad year we are passing through, and the Railway Member, of course, had to pass very bad nights in order to frame his Budget, and he has brought out a Budget showing a deficit of several crores. But the remedies and palliatives that he has applied to meet that deficit and to meet future deficits do not meet with the approval

—* "That the Demand under the head 'Railway Board' be reduced by Rs. 11,49,900."

† "That the Demand under the head 'Railway Board' be reduced by Rs. 3,03,000 (Economy and Indianisation)."

[Mr. B. Das.]

of this side of the House. In the general discussion on the Railway Budget various suggestions for retrenchment were put forward from this side of the House. The Honourable the Railway Member did not like to discuss them then as he expected that there would be a discussion to-day and he would reply and give the definite views of the Government of India as regards retrenchment and reduction of expenses so that this heavy deficit Budget could be transformed into a balanced budget.

Before going into the merits of my proposals, I would like to reply to the observation made by the Honourable Sir George Rainy the other day, and say that, though I was unfortunately absent and not able to listen to his speech on the day of the introduction of the Budget, I read through his speech carefully, and from the remarks of the Honourable Member the other day, I fear that he did not understand the speech that I made on the general discussion of the Railway Budget. I made various suggestions so that Government could come forward and speak out boldly, but my Honourable friend has preferred to play a waiting game, but I do not know how long that will last.

Sir, to sum up the various suggestions that were made on that day from this side of the House, one of the most important points that were made was that there should be a general reduction of salaries. Some proposed that there should be a reduction of ten per cent. My Honourable friend, Mr. Ranga Iyer, myself, Mr. Shahani and Dr. Ziauddin Ahmad advocated that there should be a sliding scale of reduction. I want to press on the attention of the Government that the reduction should take place immediately and it should be on a sliding scale. I agree with the observations of my Honourable friend, Sir George Rainy, that if any reduction is to take place it must apply to men drawing salaries of Rs. 30 and more. I do not like to go below Rs. 30. The scale of adjustments should be such that men drawing from Rs. 30 to 100 would have a reduction in their salary of 10 per cent., from 100 to 250, the reduction should be 12½ per cent., from 250 to 500, 15 per cent. and in the case of those who are on top, drawing salaries above Rs. 1,000, the reduction should be 25 per cent. By this means there would be a certain saving to meet the heavy deficit of the year.

The reduction of the salary is only one aspect of the question. There should be drastic retrenchment. I pressed last year and also the other day that there should be the immediate appointment of a Retrenchment Committee. I am sorry my Honourable friend Sir George Schuster is not here. The Finance Member has to play a big part in the matter of finance and in his absence I do not know whether my friend the Railway Member will be able to meet all the charges that may be levelled against the Treasury Benches in respect of the financial control of the railways. I hope the Honourable Sir George Schuster will be able to come this afternoon with the notes prepared by his Department and will be able to give a reply on the proper financial control and the question of retrenchment that will be raised on this side of the House. A plea may be put forward that the Secretary of State, who still wags his tail from Whitehall, may have to be consulted in this matter. Pending the approval of the Secretary of State and the sanction of the Governor General in Council for the appointment of the Retrenchment Committee,

I suggest that immediately an Indian official of the Indian Finance Department should be appointed as the financial expert to control the expenditure of the Railway Department. I do not mean any disrespect to my Honourable friend Mr. Parsons. He is the Financial Commissioner. At the same time he is a Member of the Railway Board. Although Mr. Parsons tries to separate himself at times, from his dual life, I think it is very difficult for one who is so closely identified as a Member of the Railway Board to keep up the financial control that is necessary. I suggest both to the Finance Member and the Railway Member that an Indian official of the Indian Finance Department should be appointed, and in case he finds his task too difficult, if he is a low paid man as compared with the Members of the Railway Board, his salary and remuneration should be such that he can control the Members of the Railway Board. He must at least get a salary of something more than Rs. 5,000, which the Chief Commissioner of Railways gets for his mismanagement and bad control of the Railways. That is my immediate suggestion. Everybody who has gone through this blue book knows that there are so many extra officials, so many special officers. I think if an officer of the Indian Finance Department applies his scrutiny, most of these officers will have to sail the next day from Ballard Pier, or most of them will have to revert to their offices where they would not draw the fat allowances that Messrs. Parsons and Hayman permit them to draw and quite uselessly too.

This is the cut of 10 per cent. of which I have given notice and I hope we will be able to carry it through the mercy of God and with the goodwill of all my friends, including Mr. Ramsay Scott, who played an important part in the Public Accounts Committee and pointed out various jobberies and various ways of mismanagement whereby money is squandered. If we carry this cut through, it will be an indication to the Government that there should be a ten per cent. cut throughout in the 13 Demands. I will exclude the Audit Department because it comes under the Finance Department, but if the Honourable the Railway Member in applying the axe wants to reduce the salary of the Audit Department also he might do one thing. He can get hold of low paid officers from the Finance Department and transfer some of these gentlemen to the Finance Department. With that view, I have given a cut of 10 per cent. throughout except the Demand relating to surplus profits of the Company-managed railways and also the Demands relating to Appropriations to and from Depreciation Fund, because these are charges that must be met, but eventually, if the expenses are reduced, probably some of the charges will have to be revised and will have to be lowered. While talking of the Depreciation Fund, I find that there is an unholy desire on the part of the Railway Board to spend as much of the accumulated balance in the remodelling of stations and in the replacing of trucks without any consideration as to whether they are immediately necessary or not. So far Mr. Parsons or the Chief Commissioner of Railways or the Railway Member has not brought out any statement before this House or before the Public Accounts Committee showing whether the remodelling of stations like Cawnpore, where money has been spent like water for providing big accommodation and station yards, has brought any increment in the revenue of the railway. That is a point which the Railway Board and Mr. Parsons have never answered. That is a point that ought to be brought out every year in the speech of the Honourable

[Mr. B. Das.]

the Railway Member or in the White Paper which is called the Explanatory Memorandum. This Explanatory Memorandum is a thing which puts everybody off the scent. There is nothing in it which gives people any real idea of the management of the railways, or the real financial control of the railways. Sir Frederick Gauntlett, a former Auditor General, before he left India, submitted to the Secretary of State a review of the financial position of all Departments of the Government of India and in that Report, which Mr. Jukes drafted for Sir Frederick Gauntlett, a certain significant observation was made as to the proper way of spending money from the Depreciation Fund. As I observed the other day, my Honourable friend the Leader of the House is too busy with various important matters to look into the observations from the Auditor General, or the remarks made by the Public Accounts Committee. It is the duty of my Honourable friend, Mr. Parsons, to see that these important observations, whether of the Public Accounts Committee or of the Auditor General, are brought to the notice of the Honourable the Railway Member and specific action taken thereon. It is no use to wait till my Honourable friend, Dr. Ziauddin Ahmad spots a thing and puts an interpellation and then with his Secretariat staff to proceed to draft a reply which will please nobody. It is no use doing that. If you want to meet us fairly and squarely, meet us, bring out those points that have been raised whether by a Committee of this House or whether by those whose authority and whose integrity nobody challenges, for instance, the Auditor General, and those points, Sir, must be met. I will now read that particular passage:

"As regards the Depreciation Fund, it appears at first sight that, in view of its accumulated balance and of the recurring margin between the annual appropriation to the fund and the actual expenditure on renewals and replacements, a reduction of the former is a practicable measure if the present allocation between Capital and Revenue is to continue. Sir Arthur Dickinson has, however, recommended a reversion to the old allocation; and if his advice is accepted, the present margin is likely to be considerably diminished."

I am coming now to the later portion which contains Sir Frederick Gauntlett's conclusion in the matter:

"Moreover, it must be remembered that the assets of the Railways have increased enormously in recent years, and that the real object in accumulating a Depreciation Fund is to provide, not for the comparatively limited renewals of the present, but for *the more expensive replacements of the increased assets* which will undoubtedly be necessary in the future."

I do not know whether the Chief Commissioner of Railways or my friend, the Financial Commissioner, or the Honourable the Railway Member are bearing in mind, not this suggestion but this mandate from the Auditor General that they will have to bear in the near future the more expensive replacements of the increased assets. So far, Sir, I have dealt with the Depreciation Fund. I find that that Fund is not properly controlled or properly accumulated.

Sir, one reason I suspect why my Honourable friend, the Railway Member, took a special delight in the fact that he has done his utmost to reduce the expenditure under the various heads. I find there is an unholy

attempt by the Railway Board to increase the charges on the non-voted side and to reduce the charges on the voted side. Sir, this is an important point. With the statutory changes, there will be no non-voted heads at all in any of the Departments of the Government of India. ("Hear, hear".) When Railway finance was separated from general finance, many of us on this side of the House were under the impression that no more British officials or allied officials would be recruited and put on the non-voted side. Sir, I find that even in the Publicity Department people are put on the non-voted side. Why this mistrust of this House, I ask? I want a reply from the Honourable Member. Why are those people not put on the voted side? Sir, when one is put on the non-voted side, he simply laughs at us, because he knows he is not controlled by any action of this side of the House. I have made a comparative statement of the alarming increase in the non-voted figures. Thus, in 1930-31 the revised figure under the Demand "Railway Board" for non-voted items was 3·70 lakhs. In 1931-32 it has gone up to 4·62 lakhs, which means an increase of Rs. 90,000. I have also gone into the previous four years' expenditure. I find it is somewhere near the figure of 3·70 lakhs. Is it because the Railway Board are afraid that since after the statutory changes there will be complete control by us, they must do what they can to pack officers on the non-voted side? Then under the next head "Inspection", it was Rs. 2 lakhs. Now it has gone up to 3·10 lakhs. That means an increase of Rs. 1,10,000 in the expenditure on the non-voted side. Then on the Audit side, there is an increased expenditure of Rs. 4,15,000. Then under the Demand No. 4 under "Working Expenses" there is an increment of Rs. 55 lakhs. Well, my friend may contend that they are building so many new railways. But who wanted this new-line construction? Nobody from this side wanted that: and under the plea of open line construction so many new officers are engaged in the temporary and covenanted service and they are all put on the non-voted side, so that they are put beyond control from this side of the House. I think, Sir, this is a very unjust way of playing a trick behind the back of the Assembly and bringing in more officers than are necessary. Sir, if I recollect aright, the Finance Department possesses a White Paper where it is recorded that there are only seventeen Departments, which should not be controlled and which should have non-voted expenditure. But nobody expected that, with the introduction of the Montagu-Chelmsford reforms, the expenditure on non-voted heads would accumulate every year. Nobody even expected that the Indian Stores Department, which is a baby of this Assembly, would contain so many European officers—to the extent of 60 per cent.—and that they would be even classed as non-voted. Sir, it is a downright shame the way the Government of India keep officers of this class in their secret preserve, and in their disdain of non-official control entrench themselves and provide for increased officials on the non-voted side. Sir, as I observed, I want these reductions of ten per cent. all over, as the Railway Board happen to be the controlling authority which controls the expenditure of these grants.

Now I come to Demand No. 4—"Railways, Commercial Lines. Working Expenses, Administration". Of course I have already observed that the expenditure on the non-voted side has been increasing alarmingly. Last year when I was speaking on this very Department, I made five suggestions to my Honourable friend, Mr. Parsons, who said that he could only agree indirectly with one of my observations in that he would like to have a technical Member of the Railway Board to meet the technical points raised. Sir, I have no quarrel with my Honourable friend, Mr. Parsons,

[Mr. B. Das.]

or with Mr. Hayman. Both belong to the Finance Department, both work honestly, and they are supposed to exercise proper financial control over the Railway Board, but where is that culprit, the man who advised my friend, Mr. Parsons, and the Honourable Sir George Rainy to spend crores of rupees? Of course I am grateful to the Government of India that they now permit the Chief Commissioner of Railways to appear as the chief witness before the Public Accounts Committee. Last year we examined Mr. Russell. We conceded that he is new to the Railway Board and is a new member in the Government of India and therefore we did not like to be very hard upon him. We asked him simple questions on financial control and he had no knowledge of them. He began to talk of reduction of cost on passenger mileage when we are looking to commercial efficiency. We told him that the Railway Board is a body who work as the managing directors of the Railway Administration and we are the other directors on behalf of the people of India. I repeat that through the Honourable the Railway Member to the Railway Board and the technical staff of the Railway Board. The present capital of the railways is 798 crores and we have to remember that 350 crores was written-off. Does the present capital of 798 crores earn any revenue? I asked Mr. Russell about the Appropriation Accounts and the Report prepared by Mr. Kaula, the Director of Railway Audit, on pages 20-21 thereof,—Profit and Loss to Government and the Return on Capital Charges. He did not seem to have seen the Appropriation Accounts. One will see that the Bengal Nagpur Railway runs at a loss, and so also the North-Western Railway. As I reminded my Honourable friend Mr. Parsons this morning, the North Western Railway, with a capital of 136 crores, had a deficit budget in 1929 and so it is today. The other railways hardly pay 2 to 3 per cent. Some Railways pay only .5 per cent. I asked Mr. Russell whether as the Managing Director he would tell me if he was giving a sufficient and adequate return to the people of India who have invested 798 crores in the railways. Sir, I am indebted to my friend Dr. Ziauddin Ahmad who has just given me the percentage which is given in the Railway Administration Report. The percentage varies from 4 to 6 per cent. except the North Western and the Bengal Nagpur Railways, which are running at a loss. But is the control of these technical members of the Railway Board such that they do not land the Government of India into a hole and make them commit expenditure by which the Government of India cannot derive even the interest charges on the railways, as has happened this year? This is all due to mismanagement and lack of knowledge on the part of the technical members of the Government. And it is a misfortune that these technical officers cannot be brought to book. And whenever any question is asked about them, we are told that they have left for England with their Provident Funds and gratuities and are therefore beyond control. Who was responsible for that big muddle of the Kangra Valley Railway, where three crores of rupees were spent? And that Agent of the North Western Railway, Sir Austen Hadow, became the Chief Commissioner of Railways and the chief technical adviser to my Honourable friend Sir George Rainy. Who was responsible for the administration of the Great Indian Peninsula Railway, where a deliberate attempt was made not to spend any money on replacements and repairs, etc., because that railway was going to be purchased by the Government of India? The same thing happened on the East Indian Railway. These company-managed railways spend very little money on repairs, replacements and renewals. Mr. Russell is the

gentleman who was responsible, and today he is the trusted adviser of my Honourable friend, Sir George Rainy. When he was asked how it is that the State railways are running at a loss, and what account he would give to his shareholders, he said he was looking to the technical efficiency of the railways and the reduction of cost on train mileage per head of passengers or for a ton of goods. But what does a layman understand of efficiency in fuel charges and fuel costs if the net result is a deficit Budget? So I say that the Railway Member must have to revise his policy of administration and the control of the railways in India. The men who have started at the bottom of the Indian State railways or company-managed railways rise to be Agents. They come to the Railway Board and try to initiate no forward policy. They are absent from Europe and England and America. They are devoid of knowledge; they are moving in a groove of racial acrimony and animosity, and they are moving in a sphere where there is no engineering and technical atmosphere. They cannot render proper advice nor service. I suggested already the immediate appointment of a financial expert as Retrenchment Officer, pending the appointment of a Retrenchment Committee. I suggest it once again and in that this House will only be too glad to sanction any amount that may be necessary. My second suggestion is that Government should immediately get from England or America a railway expert who will be the technical adviser only to the Railway Member and the Government of India and not to the Railway Board. Then only proper control can be exercised and the railways will not run at a loss.

The other day I observed that the Americans have controlled the Tata Hydro-Electric concerns in Bombay. While I regret that much, I must give credit to these Americans for what they have done. They have increased the commercial efficiency of these three concerns and they are not obsessed with the idea that they must have their own kith and kin in the various departments. They have driven out all Americans who were engaged before by Tata's, and the man who is in charge there has brought down the expenditure there by reducing the staff and by Indianising them. While talking of technical control, I am not saying anything about Indianisation. But I do maintain that by Indianisation even the staff can be reduced. But here what is the system of promotion in the Government of India or in the Railway Board? X must follow the footsteps of Y because X is junior to Y by two months. There is no idea of efficiency, knowledge and experience; and whatever services Sir Clement Hindley, Sir Austen Hadow or Mr. Russell might or may have rendered to British trade and the British engineering industries, they have rendered no service to India. They have gone on increasing the debt of India. They have brought the railways to such a pass that we have now a deficit Budget. To avoid that position, I ask the Railway Member to consider whether the time has not come when the Railway Board should be also reorganised. There should be men there well conversant in the management of railways. I would not mind getting a technical expert from England immediately if I had my own way.

Regarding grant No. 5 where also I have given notice of a cut, I have to observe that a large amount of money is wasted on remodelling. There is no necessity of this remodelling. There is no saving under such remodelling nor on the various schemes of electrification of railways. Can my Honourable friend, Mr. Parsons, with all his knowledge and experience, say that he has increased the revenue of the Great Indian

[Mr. B. Das.]

Peninsula Railway by half per cent. or a quarter per cent. by the electrification scheme over which he and his predecessor Mr. George Sim were so jubilant? Of course my friend, Mr. George Sim, because he patronised so much the British industries, is today a big bug in Vickers! That should not be the policy of the railways. The man who patronises the best English industries, when he retires or goes back to England is given a big job in some British organisation. That has been the policy of all the Chief Commissioners in the past, and the present one is a doubtful question. Time will show whether that will succeed. (Interruption.) I am very sorry if I had been hard on Mr. George Sim. I recollect now he is dead. I feel sorry I had to criticise him. He was a particular friend of mine as a Member in this House. But I was criticising his policy and in the matter of policy friendship does not come in. Though in the lobby Mr. Parsons and I are the best of friends, here I can criticise his policy.

Sir, as I observed a few minutes ago, the Explanatory Memorandum gives no information. Last year in the Public Accounts Committee the Department had been questioned whether these 200 to 300 crores of rupees which you have committed India to capital expenditure was a paying proposition, whether each of these new extensions has proved to be a paying proposition. Of course we cannot bring the Engineers to task because all of them are dead or are retired officials in England. But I wish to point out that we should learn from their mistakes in the past, from the grave errors they had committed in the past, and not commit them again in the future. The Department, in spite of so many special officers, cannot put an officer on the work of bringing out the financial result of these new extensions, and except one or two schemes, I am of opinion that not a single scheme was justified. They were brought out because the English railway appliance manufacturers must receive orders, because rails must be purchased from England. Though Tatas supply a few hundred thousands of rails, what about the company-managed railways who never buy rails from Tatas and used to buy British rails under the Palmer combination? There are such things going on, and I want the Honourable the Railway Member to change the policy of his Department. The railways should exist for the larger interests of the public, as public carriers, to develop Indian industries, Indian trade and Indian commerce and Indian engineering industry as well. In the past it has been the policy to develop only the British engineering industry. Whether the Honourable Member does it today or not, I can assure him, three years hence if I am a Member of this House, I will see that the Government Members sitting on that side of the House will see to it that the Indian railways are only provided with materials manufactured in India. (Hear, hear.) The Honourable Member has done little, has done nothing in that direction. There will be other speakers who may like to speak, and so I will close. I will state only one more issue whereby the expenditure can be reduced. If anybody has taken a little interest in the accumulated store balances of the railways, he will find that there are always stores of 16 to 18 crores lying in the different railways. That happened when the Government of India had plenty of money, when the Agents, the Chief Engineers and the Store Keepers used to buy their stores in excess of their requirements simply because they wanted to patronise a particular engineering firm in London, because a certain particular engineer wanted to patronise a friend in England by ordering locomotives or wagons. Whether they were necessary or not, it

did not matter much to him. That was the policy in the past. Everybody who has read about the stores muddle in the East Indian Railway will understand this. We know that the Financial Commissioner and the Government of India have promised to organise this and I hope a certain control has been established. But the time has come when the Government of India should control the purchase of the new stores. There is no necessity of purchasing 30 crores worth of stores every year and keeping a store balance of 16 crores, especially when one has no money. If such a policy is done away with, such scandals like the Church case as we saw in the East Indian Railway will disappear whereby a particular gentleman could enrich his pocket and suddenly leave India. The Honourable Sir James Crerar has got many weapons in his pocket whereby he can catch hold of B. Das or anybody in this House or outside and put him into jail. No Britisher, no alien official who serves India and becomes a traitor to the Government of India's interests, and mismanages the whole thing and takes away money to England, can come under Regulation III of 1818. That regulation does not apply to him. Of course my friend, the Honourable the Railway Member, is now the Leader of the House and I will give him a political suggestion. Why not apply Regulation III of 1818 to such persons as have added to the deficit of the present railway administration? Hence is my very important suggestion that the store balances should be reduced and that no stores should be purchased unless they are absolutely necessary. I therefore commend my cut to my Honourable friends on this side of the House, all non-official Members, whether European or Indian. We cannot allow the Railway Member to go on with this deficit, and if we allow him to go on in this way, the Railway finance will be a burden on the General finance, as it was 25 or 30 years ago before the separation. So it is our duty to see that the railways cut their coat according to their cloth. If we have a 10 per cent. reduction all over, we can reduce the deficit. We can dismiss a few officers. They need not buy surplus stores, solely for the purpose that British manufacturers at home may get orders and there will be less unemployment in England. It is for these reasons and it is because of these bad times that I ask every Member of the House to support me in the motion I have brought forward.

Mr. C. S. Ranga Iyer (Rohilkund and Kumaon Divisions: Non-Muhamadan Rural): On a point of order, Sir, I do not know under what specific item or purpose Mr. B. Das wishes his cut to come; therefore I should very much like to have your suggestion in view of the numerous items that we have given within brackets containing the objects—whether we can have a general criticism of the Railway Board, or whether we should stick to our items, in which case I would suggest that you may put it to vote after hearing the Railway Member and take cut after cut; because we have got a large number of items and he has not helped us with his specific suggestion. I assume thereby that anything and everything can come under the criticism on the motion we are considering. If that is so, then I do not see how we can move other items in relation to the Railway Board; for instance, I myself have given an item, "Indianisation of the Railway Board"; Mr. Shahani, one on "Economy and Indianisation"; Mr. Neogy, on "The Future Constitution of the Railway Board"; etc., etc. Therefore I should like to know whether we should take our opportunity on this motion and speak on it or whether we should wait our turn; in which case I would suggest that the debate might be curtailed. In any case, Sir, I would like to have your ruling.

Mr. President: I have looked into the past procedure which has been followed in this House and that is why all these different items have been put on the Order Paper. I have seen the ruling of my predecessor, which lays down that when you are moving a motion for a cut with the object of retrenchment, it should be treated in one way; while other motions for a nominal cut are meant as votes of censure, or at least as expressing the dissatisfaction of the House in regard to the management of a particular branch of the Railway Administration. I have therefore followed the procedure which has been laid down in the past, though it appears to me that a better procedure would be to put forward only one cut and not signify a particular part of the Railway Department that is proposed to be dealt with. Under that procedure Honourable Members could roam over the whole administration and give expression to their views and vote on that one cut. I am entirely in the hands of the House as regards what they propose to do on the present occasion. Looking to the Order Paper one finds that a large number of Members have given notices dealing with one and the same subject. Of course if one of these motions for a nominal reduction is moved, the others will lapse. It is for the House to consider whether they wish to follow the rulings that have been given in the past, namely, to deal with cuts of large amounts as retrenchment motions and nominal cuts as dealing with the policy of the Railway Administration. (*Some Honourable Members: "Quite right."*) I should like Honourable Members to tell me what procedure they would prefer as the best in the circumstances.

Sir Hari Singh Gour (Central Provinces Hindi Divisions: Non-Muhammadan): Sir, if the Honourable the Leader of the House has no objection, I would suggest that we on this side of the House should take up Mr. Das's cut as a typical cut applicable to all the Departments on the Railway Budget, that we should on that cut speak upon the various questions generally and ask the Honourable the Leader of the House to reduce the whole Budget and all the items therein excepting the two which have been mentioned by Mr. Das, by 10 per cent. Then there are certain other particular grievances, and in connection with these you will exercise your discretion by asking Honourable Members to move their token cuts and ventilate the particular grievances they have against the Railway Board. That, I submit, would be the procedure in consonance, so far as I remember, with what took place in the previous Assemblies, and I think we shall be able to get through our work within the time allotted for the discussion of the Railway Budget.

The Honourable Sir George Rainy: Sir, I desire to reply to the point put forward by my Honourable friend, Sir Hari Singh Gour, I am afraid I cannot for a moment accept the proposition that we should take a particular cut on a particular Demand as typical; that is an entirely novel proposition and one which I am not prepared to accept. It may easily happen that particular Members of the House may wish to vote for a cut on a particular Demand and may not wish to reduce other Demands. It is impossible to assume what is in the minds of all the Members present.

The only other observation I wish to make at this moment is this. When my Honourable friend, Mr. Das, was speaking, I was conscious of a certain difficulty about the discussion because, after having given

notice of a number of cuts, he contrived to bring into his speech on this cut all the arguments that would have been relevant to the other cuts. There is some inconvenience, when a motion is put down as a motion for retrenchment, in using that particular motion as the instrument for a general criticism of policy. For that reason I doubt the wisdom of treating this particular cut as an opportunity for traversing the whole field. It is conceivable for instance, if a Member got in early with a cut of one hundred rupees he could raise the general question of the policy of the Railway Board, and on a cut of that kind it would be possible to discuss every branch of the administration. On the other hand, it may quite often happen that particular Members wish to obtain an expression of opinion from the House on a particular point, and it would be rather hard on them if the general discussion was so prolonged, that no opportunity was given to them of taking the opinion of the House upon a particular point. I think these are the practical considerations that are relevant and should be borne in mind.

Dr. Ziauddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): Sir, there two kinds of cuts before us; what I may call substantial cuts and token cuts; and it is very desirable to differentiate between the two, and we have been differentiating between the two in the past. If we have all the discussion on every point in one cut just now before us, then I foresee two difficulties; the first is that our discussion will be so varied that it will be impossible for Members to follow the discussion; and the second is that individual Members may agree with one token cut and may not agree with other token cuts and they will be in great difficulty when the time comes for actual voting. Therefore I request you, Sir, to take up substantial cuts first, and after disposing of them, the other token cuts dealing with subjects that have not already come under discussion may be taken.

Mr. Arthur Moore (Bengal: European): Sir, I think Mr. Ranga Iyer put the point on which we require elucidation when he suggested that Mr. B. Das had not stated on the Order Paper the subject to which he was referring, while it has been the custom of the majority of Members to state on the Order Paper what they refer to in their cuts. I think that the point the Leader of the House raises will be met if you could tell us what subjects you consider Mr. Das to cover—whether for instance he has now covered Indianisation both of stores and material, and economy in railway administration and whether such other subjects as representation of Muslims, grievances of subordinate employees and other subjects will remain under separate cuts. I would submit that Mr. Ranga Iyer's various motions can be suitably dealt with in the discussion on the points Mr. B. Das has raised.

Sir Cowasji Jehangir (Bombay City: Non-Muhammadan Urban): Mr. President, the position is that Mr. Das has moved a cut under one Demand for retrenchment, and his arguments have been confined to retrenchment. The other cuts are on other Demands. It is true that Mr. Das did bring in arguments for cuts on other Demands which he might have avoided and brought in when he moved retrenchment cuts on other

Demands. But now that he has brought in arguments for
 1 P.M. retrenchment on all the Demands, only arguments for retrenchment on all the Demands might be allowed on the present discussion.

[Sir Cowasji Jehangir.]

That will save time. Then there are other cuts which are given with the object of discussing the policy of Government. For instance, I find that one is with regard to the lack of supervision over the Company-managed railways. If Honourable Members will only confine themselves to that one point while discussing that cut, we could get it aside. Then there is the question of Muslim recruitment. There again if Honourable Members will confine their attention to that one point, there will not be any repetition and we will not be complicating the discussion. Therefore I would suggest that on this Demand which is under discussion, we should discuss retrenchment and retrenchment only on all Demands.

Mr. President: I think I have heard the views of Honourable Members sufficiently long, and I should like at this stage to suggest a procedure for the consideration of the House and will then ask them to say if it is acceptable to them. I will not give a ruling and lay down a definite procedure, but will ask Honourable Members to tell me if the procedure which I propose to suggest is acceptable to both sides of the House.

There are two ways of dealing with the question. One is to divide all questions arising out of the Railway Budget into two categories, *vis.* retrenchment and policy. If Honourable Members are satisfied that the proposal of a 10 per cent. cut which Mr. B. Das has placed before the House will satisfy them generally, both for the purpose of discussion as well as in regard to the extent of the retrenchment they desire, then we will deal with the retrenchment aspect on this motion. We will then deal with the various token cuts, having regard to the specific points which Honourable Members have noted in their notices. There is also a third way, namely, on one motion for a token cut the House may deal with all aspects of the Railway Administration and have a full dress debate. (An Honourable Member: "No.") Honourable Members will pardon me if I say that they are a little hasty in saying "No". The procedure I am suggesting is this. Having taken one token cut, they should have a full dress debate in regard to all aspects of Railway Administration. Having done that, each token cut on the Order Paper should simply be moved by the Member and voted upon, full discussion having taken place previously. Then the House would be able to vote upon each motion in regard to the particular issue that it raises. That would save time.

If that is not acceptable to the House, there is another way of saving time. It depends entirely upon Honourable Members to curtail their observations and to restrict speeches to one or two Members who may put forward the case for that particular point and then go to vote. If Honourable Members desire to exercise their right on every occasion of taking part on every issue raised, then it is inevitable that the guillotine will have to be applied. I leave it to Honourable Members to tell me which procedure would be acceptable to them.

The Honourable Sir George Rainy: One point I should like to make at once, Sir, and it is this, that, if the procedure which you have suggested were followed, of having only one discussion on each Demand covering all cuts, speeches being made in that discussion on all the various points, followed by a series of votes, I think it would be extraordinarily difficult for the Government Member to give an adequate reply, because he would have to reply on all the points, and I hesitate to say how long in that

case my speech would last. I venture to express the hope that this method will not be adopted, because it would put the Government spokesman in a very difficult position.

There is one further point I should like to make. Supposing the decision was that on this particular cut the question to be discussed was limited to retrenchment, no doubt arguments could be brought in, having a somewhat wider bearing than the immediate question of whether a reduction of expenditure on the Railway Board was possible, but practically when it came to the vote whether the reduction should be made in the Demand for the Railway Board, the decision would be limited to that head only. If what is wanted is a big reduction in expenditure, it would have to be effected under the heads for which the Demand is large.

Sir Hari Singh Gour: Sir, the Honourable the Leader of the House is perfectly right in saying that if on a token cut the various grievances are to be ventilated there will be some difficulty for the Government Members to reply. In that case, so far as the token cuts are concerned, you may, Sir, allow Honourable Members to take up each cut on a particular issue, and that, I think, would obviate confusion on the part of Government Members and the Members concerned.

As regards the retrenchment cut, I think the Honourable the Leader of the House has no objection to a retrenchment debate taking place upon this issue of Mr. Das's motion, and on all the other heads a 10 per cent. cut will have to be voted upon without any speeches.

Mr. B. Das: That was my intention.

The Honourable Sir George Rainy: I cannot bind the other Members nor can I bind myself. The matter may be . . .

Mr. President: There is no question of binding anybody. We are generally discussing the procedure to be followed.

The Honourable Sir George Rainy: Supposing the House were to carry this cut for a reduction of 10 per cent. in this particular Demand, later on we should reach the head of "Repairs and Maintenance and Operation". That is a very important head indeed, and though the Honourable Member in whose name the motion stands might content himself with moving it formally I might very well wish to speak at length in order to show, that whatever might be the merits as regards a reduction in the Demand, under "Railway Board", the reduction in the case of other heads was quite impossible. The question of retrenchment is not an abstract or academic question; it is a question of practical possibility under each separate Demand, and I do not see how it could be discussed and voted upon as one general head.

Sir Hari Singh Gour: May I remind the House that the procedure we propose to follow today was followed in the first Assembly?

Mr. President: I merely want to explain to the House that what I mentioned has not been clearly appreciated. If there is to be one discussion and the other motions are to be moved, one or two speeches on one side of the House and a full reply on the other side, before going to vote, would meet the purpose. That was my suggestion. But that is a new procedure, and if Honourable Members wish time to think over it,

[Mr. President.]

I will not press it on them now. I do not think further debate on this question of procedure need be allowed at present. I take it that the House is agreed that on the motion which is now before them the House will restrict itself as far as possible to things which are closely connected with retrenchment in the Railway Board. When the next Demand comes, Honourable Members may move and discuss retrenchment of 10 per cent. or such other sum as they like, in regard to that Demand. After all, there is no obligation on any Honourable Member to take part in the debate if the House desires to go to vote at once. That is a right which they may or may not exercise. We will therefore deal with the present motion as a motion for retrenchment of 10 per cent. in the Railway Board and the discussion will proceed on that basis.

Mr. B. Das: I should like

Mr. President: Are you raising a point of order?

Mr. B. Das: No, Sir.

Mr. President: The procedure to be followed has been laid down by the Chair, and I hope the House will respect it.

Dr. Ziauddin Ahmad : Sir, I will confine myself to the motion of retrenchment before the House, but in order to make out my case, I will have to refer to

Mr. President: As it is ten minutes past one, I should like to know whether the Honourable Member is likely to take long. I know that he takes a keen interest in this matter, and may wish to speak at some length. If I now adjourn the House for lunch till a quarter past two, he will be able to resume his speech then. The House stands adjourned for lunch till a quarter past two.

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

The Assembly re-assembled after Lunch at a Quarter Past Two of the Clock, Mr. President in the Chair.

MEMBER SWORN:

Mr. Naoroji Manekji Dumasia, M.L.A. (Bombay City: Non-Muham-madan Urban).

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

Second Stage.

DEMAND No. 1—RAILWAY BOARD—*contd.*

Retrenchment—contd.

Dr. Ziauddin Ahmad : Sir, I sent a motion† which is published in my name about a token cut in connection with the question now under discussion. I do not propose to move it as the subject matter of that motion

†“That the Demand under the head ‘Railway Board’ be reduced by Rs. 100. (To discuss the unsatisfactory administration of the Railway Department).”

is really an argument in favour of the retrenchment motion now before us. I would not like to dwell upon the whole length and breadth of the problem of the railways, and I will confine my attention to the retrenchment problem before us. I take this opportunity to explain the method of achieving economy and also to mention the irregularities and extravagance which the Railway Board committed last year and by avoiding which the retrenchment could be secured. In the first part, I will divide my speech into three parts, one in which I will deal with the general organisation, next I will deal with the defects and mistakes of the Railway Board and in the end I will describe the method by which retrenchment could be secured. Sir, we have invested in the railways a sum of 770 crores, which according to the Administration Report is yielding a profit of 4·6 per cent. If we scrutinise the profits of different railways given on pages 15 and 16 of the Administration Report, we find that the minimum yield comes from the North Western Railway which is only 2·2 per cent. and the maximum profit is obtained from South Indian Railway 7·3 per cent. The average profit from the Company-managed railways is over 5½ per cent. and the receipt from the railways directly managed by the State is less than four per cent. The exception is the Bengal Nagpur Railway which is yielding an income of 3·2 per cent. Now, I do not know what is in the minds of the Members of the Railway Board, whether they are trying by their bad administration to make us believe that the Company administration is better than State administration on the ground that it is yielding a better income. If this is the object, then I entirely repudiate it and I say that the low percentage of income in the State managed railways is not on account of the fact that the State cannot administer, but on account of the fact that the administration of the present Railway Board is defective and open to objection and requires serious over-hauling. Sir, I appeal to the Leader of the House, who is the Member in charge of the railways, to consider it as a business proposition. Here we have invested over 7½ *arabs* in a concern which is yielding a profit of only 4·6 per cent. I ask him whether a profit of this kind could be considered satisfactory in any business concern. My friends on the European Benches will bear me out when I say that a thing of this kind will not be allowed in any business concern. Unless there may be substantial reasons in a particular year, the losses may be tolerated, if it is going to be a permanent feature, then it requires serious consideration. I take this point of view that the administration of Railways by Railway Board should be a business proposition, though at present it is not so. It might require some changes in the statute, but those changes can be made and should be made. This is really commercial organisation with a capital of 770 crores, and it ought to bring in a profit more than the bank rate of interest; the minimum profit I should expect from them is about 7½ per cent. Every effort should be made to raise this yield of 4/6 per cent. to at least 7·5 and we find that at least two railways both under company administration that is the Madras and Southern Mahratta and South Indian Railways are yielding an income of 7·3 per cent. My desire therefore is not unattainable.

Now, one other thing which requires serious consideration is that the whole business is really a close concern of the Members of the Railway Board. Officially they have what is called the Standing Finance Committee. Officially, they have the permission of the Legislative Assembly for all

[Dr. Ziauddin Ahmad.]

expenditure but when we look at the facts and read the proceedings of the Standing Finance Committee, we find that it is only a farce. They only put in one or two items which are not fully discussed. They don't allow themselves to be examined, like other Departments, by the Public Accounts Committee, and a thing of this kind is very desirable. Coming to the discussion in the Assembly, we find that four days are taken on the token cuts connected with the first Demand, and the important items are guillotined in the end, as a matter of course. So really public opinion and public criticisms have never been invited to the administration of the Railway Board, and I beg to suggest, in the interests of economy that we should follow the example of other companies and big concerns and have two or three Directors added as members of the Railway Board who may not be whole time paid servants but they may get their daily allowance and work with the Railway Board to scrutinise the Budget and go into every important item of expenditure. My friend on the other side may say that all these questions are very technical questions and any person who comes to study them will be lost. If this view is taken then the whole of the Finance Committee become superfluous. The Members of the Assembly will be useless, because none of us is a railway expert, but we have got common sense and we can use our common sense and give opinions based on our experience. That is the view which is always taken by business concerns whenever they choose a person as Director. The Director scrutinises the policy though he does not go into small matters of detail. My view is that the Railway Board may have three paid officers who may be experts in three different branches; one of them should be an expert in finance, the other should be an expert in traffic and the third in engineering work. To these three permanent members, may be added a few more members who need not be permanent officials but who may be invited to attend the meetings of the Board to discuss the Budget and to discuss the policy. The administration of details may be entrusted to the permanent officials. If this view be adopted, then it will be quite possible to have a substantial saving in the Railway Board.

Sir, I now come to their method of administration, and the first point to which I should like to draw the attention of the House is—and I have got in my hand a copy of the latest Administration Report—that on page 126 of the latest Administration Report for the Railways it is shown that the Railway Board have got 21 highly-paid permanent officials. Out of them, six are on leave, and 16 officials hold temporary appointments; and out of the whole lot there are only five who hold permanent appointments, that is, the three members at the top, Mr. Russell, Mr. Parsons and Mr. Hayman, and two at the bottom. So, really speaking, the whole administration is carried on by officiating establishment. I do not know whether they have got any special meaning attaching to the word "officiating" but this much I can say that a business which deals with an income and expenditure of about 100 crores cannot efficiently be carried on by a staff three-fourths of whom are only officiating. This is a matter which requires very serious consideration. The administration should be put in the hands of permanent officials and not in the hands of persons holding appointments temporarily. Am I wrong?

Mr. K. Ahmed (Rajshahi Division: Muhammadan Rural): No, no you are right.

Dr. Ziauddin Ahmad: Sir, a second point I should like to mention. Recently, the Railway Board by adopting a policy of favouritism has lost its prestige. The Board at one time commanded very great respect and confidence, but I regret to say that it does not do so at present. I loathe to mention specific cases of favouritism as my general statement on 19th March was challenged; I should like just to point out the names of a few individuals in whose case this was done. We all know the scandalous story of Dr. Horne, Director of Civil Engineering, who was really forced to retire because he refused to act in a particular manner. We all know the story of Mr. Chandwani who was really a subordinate accounts officer and who was suddenly raised to a very high post. A number of memorials were sent to the Members of the Railway Board and I wonder whether the Government will show those memorials in order to find out why a special lift was given in this case. I do not like also to mention the case of Mr. Rau, who was put on a salary of Rs. 4,000, Mr. Puri and Mr. Manson, but a number of cases could be cited where they have exercised patronage in favour of persons who did not deserve it. Now I would like to mention once again another fact, namely, that whenever any officer is officiating for a short time in a higher post, as soon as the permanent incumbent comes back to that position, the retiring officer does not revert to his substantive appointment but is put on some kind of special duty in order to enable him to continue to draw the salary which he had been drawing during the officiating period.

Mr. C. S. Ranga Iyer: On a point of order, Sir, I should like to know whether the Honourable gentleman, who has mentioned certain names, brings any charges of corruption against those individuals. I have not been able to catch his point, but I think there was an underlying insinuation in his statement. Sir, it is not customary on these occasions to mention the names of officers who are not in this House to defend themselves; and I wish that if he is making a statement about them, he would give us more details, for the House cannot blindly endorse his view without knowing exactly what he is driving at. His statement is full of insinuations; either he should make clear to us what they are or he should withdraw those remarks. (Applause.)

Mr. K. Ahmed: You had set the example on a previous occasion in the last Assembly?

An Honourable Member: I hope the Honourable Member does not hold a brief for anybody.

Mr. C. S. Ranga Iyer: I do not hold a brief from anybody but for decency's sake would like to know exactly

Mr. President: A point of order has been raised, and I think the Honourable Member will be well advised not to mention names, unless he is prepared to show that there were special reasons for referring to them. But if the Honourable Member merely means—as I understood him to mean—that certain people were superseded by certain others by way of favouritism, I think he is entitled to do so.

Mr. C. S. Ranga Iyer: I think, Sir, the Honourable gentleman did name and suggested that one had to go—here I did not catch him quite—because he would not do a certain thing or something of the kind. His statement generally was full of insinuations.

Mr. President: Order, order. I understood him to say nothing of the kind. What I did understand him to say was that certain men were superseded and certain others were promoted out of their turn. I do not see that that can be out of order.

Dr. Ziauddin Ahmad: Sir, I should like to make it quite clear that I do not mean any kind of personal attack, or to bring any charge of incompetency against any of the individuals, whose names I reluctantly mentioned. The only point I was trying to make out was that the Railway Board is now exercising a kind of special favouritism, and by so doing, they have lost their prestige. I have absolutely not a single word to say against any individual who has been fortunate enough to receive this patronage. That is not my point. When an officer officiates in a particular post, he does not on the return of the permanent incumbent go back, and I request the Honourable Member in charge to scrutinize this thing and look into the date of the creation of special post and see whether it does not coincide with the reversion of the officer put on special duty.

Now, the third point which I should like to mention is that in recent years they have started fantastic schemes on account of which the people in the lower grades have lost in the sense of security. A few years ago they started a new scheme called the crew system, which did not have a fair trial; they are keeping it on as a temporary measure for five years, and all those people are led to believe that they may be dismissed at any moment and thus they cannot put their whole heart into their work, and thus it is impossible to have any kind of efficiency in a Department every member of which considers himself to be temporary, and the natural consequence is that these members begin to think of making hay while the sun shines. Examples may be given to show that this is the attitude they adopt. (Hear, hear.) For goodness sake, have one principle and follow it; and do not put special officers on special duty, and have one system today and another system to-morrow, a committee of inquiry here and a committee of inquiry there, and thereby tell all these people working on the railways that the whole of your Department is in the melting pot and that notice may at any moment be served on them. You have started something like this in the case of the crew system, and you have told them that they may be dismissed any time. You are now doing the same in the case of the T. T.'s, and can you expect any kind of efficient work from a staff who are given to understand that they are in the melting pot, and who suffer from rumours of dismissal at any moment? For goodness sake, avoid creating these special posts, avoid the discussion of these minor points, avoid constant changes in the system and stick to the system which has stood the test of half a century and do not change it. Sir, the result of such enquiries was that for these special posts the Member in charge demanded last year a sum of 3.95 lakhs, i.e., about 4 lakhs, but the actual expenditure was 9½ lakhs, more than double, and if no special steps are taken this amount may again rise up to about 10 lakhs.

There is one point, Sir, that I should like to mention and that is a point which I mentioned to my friend Mr. Ranga Iyer and Mr. Misra. I have been hearing from different sources, though I do not definitely maintain, that in certain cases the posts in the running lines are actually sold. I do not mention any name, but I should like to know from the Honourable Member whether he can give an undertaking that if a report of this kind is made to him with specific instances, he will make an inquiry

not through his own Department but through the C. I. D. Will he say "Yes" or "No"? I should like to have a reply.

The Honourable Sir George Rainy: If the Honourable Member would try to make himself even partially audible I should find it easier to follow what he says.

Dr. Ziauddin Ahmad: I wanted a definite reply.

The Honourable Sir George Rainy: No, Sir. I find the greatest difficulty in hearing what the Honourable Member says, and it is surely embarrassing when charges are made against officers by name and it is impossible for me to hear what the Honourable Member says.

Dr. Ziauddin Ahmad: My point is this. I have heard from different sources that certain officers—not connected with the Railway Board—sell posts, which go to the highest bidders. I do not know how far it is correct, and I am simply asking the Honourable Member whether if he gets definite and specific cases, he will be prepared to make inquiries—not departmental inquiries because they lead to nothing, but inquiries through some external source. That is what I want to know.

The Honourable Sir George Rainy: My reply at once is this. Until I know what the charges are and who makes himself responsible for them, or on what sort of evidence they are based, it is quite impossible for me to say what I will do.

Dr. Ziauddin Ahmad: As I said, this is the reply which I expected. However, I do not want to dilate on this particular point because we may have occasions to discuss later on. I will come to my special point, namely, how this economy of one lakh and 15 thousand can be effected. I should like to take this question on its own merit. I do not want that a ten per cent. cut should be made throughout because I do not believe that in every item it is possible to have a ten per cent. cut. So every item must be taken on its own merits and here on this particular item I think a cut of ten per cent. is possible without loss of efficiency. This is the point which I should like to take up now. Sir, two years ago the Member in charge of the Railway Board demanded a fifth Member for the Railway Board on the plea that he should be in charge of labour. Later on we found that the labour work was not sufficient for him and he used to be called the Member in charge of staff or establishment.

The Honourable Sir George Rainy: Sir, may I point out that it was made perfectly clear at the time I moved the Demand for this appointment that it was not limited to labour but that it was for the whole of the establishment?

Dr. Ziauddin Ahmad: I am referring to the speech made at the time the first appointment was moved and not to the speeches made during the year, because later on during the year no doubt he was placed in charge of the entire establishment.

The Honourable Sir George Rainy: No, Sir; from the first he was a Staff Member.

Dr. Ziauddin Ahmad : After this appointment had been made, we heard that the office of the Director of Establishment would be reduced as his work would be done by the Member of the Board in charge of Establishment. I do not know what was the reason for this rumour.

[Dr. Ziauddin Ahmad.]

Mr. S. D. Gupta, who was holding this appointment, no doubt had to go. It was understood rightly or wrongly that this post would now be abolished. But to our great surprise we found that not only was this post retained but an Assistant Director of Establishment was also added. Here in charge of establishment we have got three highly paid officers, namely, the Member, the Director and a Deputy Director, assisted by a very highly paid staff. I can of course understand that there may be an officer in charge of Establishment, but it is not necessary to have three highly paid officers and I think one Director is quite sufficient to look after the Establishment, and be given a salary approximating Rs. 3,000. I think one officer with a small staff is quite sufficient for this purpose, because if we have a highly paid staff, we may be introducing the principle of dual control. After all, the employees in the Finance Department ought to be under the Finance Member. All the persons in the Transport Department ought to be under the Transport Member. But then to have another Member in charge of Establishment alone we are really introducing the principle of dual control, and it is very desirable that the staff belonging to a particular Department should be under the Member concerned. But looking into the general question of welfare and education, it is quite sufficient to have only one Director in charge of the whole establishment and a highly paid staff appears to be necessary. So in the case of this Establishment office it is quite possible to have retrenchment.

The second item on which also it is possible to have retrenchment is what is called the Control and Accounts on the financial side. I drew attention two days ago to the unnecessary wastage involved in the separation of accounts from audit. To my mind this thing was not done in the interest of economy but there are persons who believe that it was done in order to avoid outside audit. I mean that by this separation audit is now done by the staff themselves. It is very desirable that the audit of the Department should be done by persons not connected directly with the Railway Board. So by this separation of audit, the Department is now carried on by a branch of the Railway Board, which is financially unsound. In the old days before they introduced this particular system of separation of finance there used to be a single officer who performed the manifold duties of Financial Adviser, Budget Officer and Accounts Officer and Audit Officer for the Railway Department. This officer was the Accountant General of Railways. He was given much less pay than the Financial Commissioner and he was given only one or two assistants and a small staff to help him. In his place we have now got the Financial Commissioner getting Rs. 4,000 a month, assisted on the Finance and Budget side by a Director, Deputy Director and Assistant Director, two gazetted Superintendents and a host of highly paid clerks, and on the Accounts side, a Controller of Railway Accounts, a Deputy Controller, Assistant Controller and some more officers and staff. The Financial Commissioner of Railways should certainly be able to get a little more from the Chief Controller of Railway Accounts and by this arrangement we could save the appointments of Director and Deputy Director. This will reduce the expenditure by Rs. 5,000 a month amounting to Rs. 60,000 a year. Therefore by making retrenchment, which can be done without loss of efficiency on the Establishment and financial sides, it is quite possible to have an economy of one lakh and 15 thousand rupees which

is proposed by my Honourable friend Mr. B. Das. Therefore, I am not going to move in a rash manner for that reason and because I do feel the responsibility that whatever may happen the efficiency of the administration ought to be maintained. We as Members of the Assembly share the responsibility of the Department that efficiency should not be impaired. Keeping efficiency in mind, it is very desirable, on account of the financial stringency, that the expenditure should be reduced to the very minimum and it is quite possible that we can exercise a little economy in these two directions. I quite admit that some persons will have to do a little more work. In bad times we all have to do more work and every person who is connected with any business will bear me out that in bad times one has to work hard. Therefore if the Members and the other officers of the Railway Board may do a little more work and cut down these posts which I have just mentioned, it is quite possible to achieve the economy to the extent of Rs. 1,15,000 proposed by my Honourable friend without loss in efficiency. I hope that the Honourable the Finance Member will understand our honest and sincere desire to secure economy. We do not want to be very unfair to the Department; but we do insist and we do desire that the whole railway administration may yield an income of $7\frac{1}{2}$ per cent. which is quite possible if better economy is exercised and better supervision prevails. I know that greater powers are given to the Agents. Take the example of the Company-managed railways. They have their Agents, they have their Managing Directors. It is also desirable that we should have Managing Directors in State-managed railways, appointed by the Railway Board. Those Directors like Company-managed railways should supervise the detailed work of the various running lines. I think if we all put our heads together, if the Members of the Treasury Benches take our suggestions in the spirit in which they have been offered, it is quite possible that we may exercise economy, and the Railway Department may yield an income which it ought to yield. Going about in the country, not only in my constituency but in other constituencies as well, I find that the railway servants are dissatisfied and in order to effect efficiency we should take every measure to restore the feeling of security among every employee and to enlist the sympathy of every officer. Every person should contribute his quota in devising a method for making the two ends meet, and making the railways yield that income which they ought to yield, namely, about $7\frac{1}{2}$ per cent. With these remarks, I beg to support the motion.

Mr. A. M. Hayman (Government of India: Nominated Official): Sir, there is only one point which has been dealt with by my Honourable friend, Dr. Ziauddin Ahmad, that I should like to meet at once. The remaining points will no doubt be met in due course by my Honourable friend, Sir George Rainy. Sir, the Dr. says that the Railway Board are in the habit of creating a large number of posts for officials on special duty and he thinks that by doing so we squander money. He also thinks, and has made the direct challenge, that these posts are too often created not because we have got work for these special officers to perform, but because we want to keep on in the Railway Board persons who were brought in for some time to fill regular post in an officiating capacity. Now, my Honourable friend, Mr. Parsons, a few days ago answered a question in the House in which he stated that there were at the moment 16 officers on special duty under the Railway Board.

Dr. Ziauddin Ahmad: On a point of order, I would like the Honourable Member not to quote the authority of Mr. Parsons' replies because I never hear him in the course of his answers.

Mr. A. M. Hayman: I do not wish to follow that point, because, as my Honourable friend, Sir Lancelot Graham, suggests, the Dr. will be well advised to read the proceedings. But I was saying that my Honourable friend, Mr. Parsons, stated, there were 16 officers on special duty and I think he has also given details of the nature of the duties upon which each one of these officers is employed. Now, Sir, some of these officers work directly under me. The first point I wish to make to the House is this, that if I wanted an easy life, I would not have officers on special duty under me; I would much rather have work—submitted to me from only two officers—my Director of Establishment and my Deputy Director. As a matter of fact I have about four or five of these officers on special duty working under me. I want to tell the House that when we place officers on special duty we do so on two different criteria. Firstly, we only place officers on special duty if we are convinced that the officer, by his proposals and by the action he takes under our orders, brings about economy very much greater than the money we spend while we employ him on special duty. The other class of appointments that we make of officers on special duty is when we are convinced that it is an obligation on our part to take certain action in the interests of the large staff that we employ. There are certain service conditions of employees which require complete overhauling for instance. Usually this work cannot be done unless heaps and heaps of details relating to facts are got out and these can only be got out from first-hand information by an officer who will tour about and get it for us. That is the second class, and there are sometimes officers who are put on a combination of both duties. I want now to tell the House that I have got officers of these three classes working under me and I want to show from facts and figures that the money we spend on them is well invested.

Mr. B. Das: May I ask the Honourable Member a question, whether the Honourable Member can justify Mr. Scott's transfer from the Controller of Accounts, as a special officer, when he failed, by his process of introduction of machinery, to bring the accounts of the East Indian Railway stores up-to-date and his successor had to introduce a new process?

Dr. Ziauddin Ahmad: And these officers are only appointed when the officiating persons are reverting.

Mr. A. M. Hayman: If the matter is relevant, I am sure that my Honourable friend, Mr. Parsons, will give a complete reply to my friend, Mr. Das, as regards Mr. Scott, as that officer is working under Mr. Parsons. I propose just now to deal with facts and figures and give the House an idea of the work that these officers who directly work under me are doing. And one thing, Sir, if I whip with whips for the purpose of securing economy the Financial Commissioner for Railways chastises with scorpions. Let me turn first to a Report which I just received last Sunday. Here I have an officer on special duty who had the combination of the two classes of duties to perform. He was enquiring into the service condition of our press employees on the Eastern Bengal and East Indian Railways, with particular reference to revisions of their scales of pay. At the same time I required of him to go into the detailed methods of working in those

presses and to make proposals for economy relating to printing charges. I deal with him in the same way as the Board deal with other officers who work on special duty on the Railway Board and that is, we do not ask them to sit down for a year or six months or three months or whatever period the special duty is for and write a long report of their work. We require them to make reports from time to time, to show us what is being done, and if they make proposals for economy, to prove to us that the administration has accepted the proposal or rejected them and if the administration accepts the proposals, that effect has been given to them so that we might secure the actual savings. As I have told the House, the Report came before me last Sunday. Let me read just a few passages to show what this officer has accomplished. This officer happens to be going away on the 28th February. I told him he must write a detailed report for me in three parts; the first part was to show the definite proposals he made which had been accepted and the economies that had definitely been secured; the second part was to contain the recommendations that he had made and which was in the process of examination by the administration; and the last part was to show what further suggestions he had to make in order to bring about economy. Here is something in the first part. He says:

"Form printing. Reduction in size with resulting economy in the cost of paper and the revision of railway stock forms have resulted in a recurring saving in the cost of production and printing of approximately Rs. 2,85,000 per annum."

That is money definitely secured for our railways. Then he goes on:

"In addition to my work on the railway stock forms, I was instructed to look into the cost of forms used by the Railway Clearing Accounts Office at Delhi. The result of my investigation was an immediate cash saving of Rs. 2,300 per annum. . . ."

Mr. B. Das: Wait and see next year what will happen.

Mr. S. C. Mitra: Will the calculations come true?

Mr. A. M. Hayman: These have already been definitely secured to the Department. I take the responsibility for proving that. Further he says:

"By reduced cost of printing establishment rolls, gradation lists and other forms and one or two smaller items formerly procured from outside sources, Rs. 10,000 per annum. By reduced printing in rates circulars and other similar circulars printed partly by outside sources, Rs. 25,000 per annum."

Then he goes on to say this about the disposal of used card tickets:

"I was deputed to investigate the question of disposing profitably of used card tickets. I was able to arrange for their disposal under a guarantee of safeguard of tickets issued on these railways and to such advantage that these railways now derive a revenue of Rs. 11,000 per annum from this material which formerly was burnt or otherwise destroyed."

I could go on detailing instances; but the sum total of what he has done in this part amounts to a saving of Rs. 4,47,000 per annum, which if capitalised means about a crore of rupees.

Mr. B. Das: That is what you anticipate.

Mr. A. M. Hayman: It is not what I anticipate. I have made it quite clear to the House that this part of the Report relates to savings already secured.

Dr. Ziauddin Ahmad: And how much did it cost? Another 4½ lakhs?

Mr. A. M. Hayman: Nothing of the kind. I will not trouble the House with the second and third parts of the Report because they would be open to the criticism which Honourable Members on the other side want to make; they ask, "Have you secured the savings or are you merely thinking of doing so?" But the *estimate* this officer makes—and I have gone through the Report very carefully and I myself think it is a somewhat pessimistic estimate—is that his proposals will amount to a saving of another Rs. 5 lakhs per annum.

This is the work of one of the officers on special duty. I have another officer working on special duty under me on the East Indian Railway. His duty is to investigate the procedure in force in all the offices with a view to cut out duplicate work and also to make proposals for doing work on a system which will give us either greater efficiency at equal or less cost or equal efficiency at less cost. Now, Sir, I examine the Reports of that officer in the same way as the one I have just referred to and I could quote instance after instance of definite economies secured. I read the abstract of that officer's recommendations only this morning and I find that the savings that he has already actually secured for us amounts to something like Rs. 2,86,000 per annum.

I shall now take an instance to justify the employment of officers who investigate questions for us in the interests of the service conditions of our employees. We have for many years had complaints, sometimes very serious, from the employees themselves and from labour organisations, that the procedure in force on our Railway Administrations for the imposition of debit on station staff operated very harshly on them and was in consequence not fair. We felt after we had the matter examined by our Administrations and we had made a preliminary examination ourselves, that there appeared to be a certain amount of justification for the complaints made, and we thought it best that all investigation should be made by a senior officer of experience both in establishment matters and in traffic operating matters, so that he could place an independent view before us about this matter. It so happens that we have now employed an officer who was at the time he came to us the Deputy Traffic Manager of the Eastern Bengal Railway. He came to us first as officiating Director of Establishment under me and

3 P.M. from that post he was put on this special duty. His investigations are still being made. I instance this detail because it answers in a way Dr. Ziauddin's complaint that when a person comes to us from outside and works for some time in the Railway Board, we try to find a job for him. There was no intention of putting that officer on to this work simply because he had worked under us. We had some time before quite independently of any such consideration made up our minds that these investigations were necessary and we had decided that it was necessary for us to employ an officer who had both traffic experience and experience of establishment and labour matters; and as a matter of fact we postponed the inquiry for a little while in order to take it up when a senior officer who possessed these qualifications was available. These are matters of administrative convenience, Sir, which wise men always employ with due regard to the interests of efficiency and economy.

I shall give another instance of an officer employed on special duty, who combines duties of both characters. We have had for some time

now an officer employed under me who has been investigating all the details that have to be gone into in order to place on a proper basis on our railways the procedure affected by the hours of employment regulations. I do not think anybody, unless he has actually gone into work of this character, can imagine what difficult problems arise in dealing with the revision of the hours of work of our operating and station staff. We have had to face difficulties from the men themselves; they did not at first understand why we were doing this work; some of them thought it was all a device to get more work out of them for less pay. But with the help of this officer, who was co-ordinating the work on all our railways, we have been able to convince most of our establishments that what we are doing for them in the way of revision of hours of work is all for their good.

I have spoken of only one aspect of this officer's duties. There was another aspect also. When we made our proposals for the amendment of the Railway Act in order to give effect to the Washington and Geneva Conventions, we had to place before the House an estimate of the probable expenditure that would be incurred in order to give effect to them. Those estimates were the sum total of the estimates made out on somewhat incomplete data by Railway Administrations—the data could not be complete until the duties were revised by the Railway Administrations. This particular officer had definite instructions from me that in addition to bringing about conditions on our railways which would fully comply with the provisions of the Act and at the same time also would fix hours of duty which took into account humanitarian considerations, he was to examine closely the conditions in each Railway Administration from the point of view of providing quarters, and also from the point of view of putting on additional staff. He was asked to see that not one rupee more than was necessary was spent. And in one of these matters in regard to which we have got detailed figures from him, we find that the actual expenditure which we shall have now to incur in the matter of additional staff will be six or seven lakhs less than the preliminary estimates of the Railway Administrations. Now, Sir, that officer has given me, as I look at it, a six or seven lakhs saving in recurring expenditure for about Rs. 1,700 a month that I have paid him for six months. I think, Sir, that any organization that employs officers on special duty who could produce such good results should not be taken to task. I think it should be congratulated, and if at all it should be asked why it did not employ a few more such officers on such jobs.

Mr. S. C. Shahani: Sir, I see that the Railway Department, or at any rate the officers of the Railway Department who are here, are representing the criticism to which they are being subjected. I have devoted some little study to the Railway Budget, as also to the Explanatory Memorandum that has been placed before us. I have also looked into the Railway Report for 1929-30. I have also once again read the speeches that have been delivered in connection with the Railway Budget. I can honestly state that, according to me, the Railway Department is being grossly mismanaged. I need not indulge in any general remarks now, for general remarks have been made by previous speakers, some of which I fully endorse. But I would now like to point out in connection with this Demand that there is considerable room for economy in the different items included in it. I would begin with the last item, "Allowances, etc." and "Contingencies." For these I see a sum of

[Mr. S. C. Shahani.]

Rs. 3,45,000 is demanded. I take it that this amount is required for moving the entire office to Simla. Why cannot, I inquire, a substantial portion of this office be left behind, more especially in these days when we are not commanding large earnings?

Calculating how much could here be saved, and easily saved, I see that about a lakh and one thousand can be saved in this item alone. The rents of the houses occupied by the members of this office remaining in Delhi would be saved in addition.

I will next refer to the amount that is required for leave salary. I find that quite a lavish provision is being made for leave salary. Rs. 1,09,000 have been demanded under this head. Making the necessary calculations I find that about eight members are to be allowed to proceed on leave. In such an abnormal year as this, surely six instead of eight might well be allowed to go on leave, so that about Rs. 25,000 may be saved.

Then let us look at the provision, Rs. 1,04,000, made for five Deputy Directors, four, as it is said, on Rs. 550 to Rs. 2,130. I see that fairly senior men have in fact been provided for here. I do not understand why it has been stated that the scale begins with Rs. 550. I think this is a camouflage. It is intended to impress the Members of this House with the idea that the scale is fairly low, whereas actually the scale is altogether high. According to me, junior men should be imported, and their actual pay *plus* the usual allowance of Rs. 250 should be given them. If this is done, at least Rs. 14,000 can be saved.

Then I pass on to the Secretary, whose salary is fixed at Rs. 2,500 to Rs. 2,980. Why should such a high salary be provided for here? I do not suggest that the scale should be altered for alteration of scales would be somewhat difficult, and could not be effected before a committee is appointed for the purpose, and before that committee has submitted its Report. If here too a comparatively junior man is employed on a salary of, say, Rs. 2,100 to Rs. 2,600, I see that about Rs. 9,000 can be easily saved.

Then we pass on to the five Directors drawing Rs. 2,500 to Rs. 3,180 a month. Evidently Superintending Engineers are imported for these posts. If each one of them drew not more than Rs. 2,000, and a special allowance of Rs. 250 he should be contented. If this is done, I think about Rs. 41,000 more can be saved in this item.

Then we come to the Members of the Railway Board. The fifth Member it is said is not needed. Evidently, the post of the fifth Member sprang up only recently. If this post is abolished, and his work distributed among the remaining four Members, about Rs. 48,000 could be saved.

Then again these are posts of superior service, and if in their salaries even a 10 per cent. cut is effected, about Rs. 90,000 can be easily saved

Maulvi Muhammad Yakub (Rohilkund and Kumaon Divisions: Muhammadan Rural): May I ask Mr. Hayman to tell us as to when he goes to office and when he leaves it?

Mr. A. M. Hayman: Modesty prevents a reply.

Maulvi Muhammad Yakub: I want an answer to my question.

An Honourable Member: It is irrelevant.

Mr. S. C. Shahani: In this way, Sir, about Rs. 3,03,000 could be saved, but I have no desire to press my cut for acceptance. I feel that it will probably be agreed to that a 10 per cent. cut should on the whole be made in the Railway Demands. I am not sure of it; but I do hope that Honourable Members will make up their mind to accept the 10 per cent. cut, for it goes without saying that the railway management is extremely extravagant. It does require to be controlled, and if this control is not provided, I feel that it would be a scandal.

Then, Sir, I have got to say just one thing more, and that is with regard to the Indianisation of the Railway Board. If we have got five Members in the Railway Board, two may rightly be Indians and three Europeans; and if we have four, then the number ought to be equally divided. There is no reason why Indianisation of the Board should not be gone in for as early as possible. I would only say one thing more—which has already been referred to by the previous speakers—and that is this, that most of the money that is included in this Demand is non-votable. It has been said that it has had to be so. One expects that reasons—and adequate reasons—would be assigned for this change that has been effected in the Demand this year.

Mr. P. G. Reddi (Guntur *cum* Nellore: Non-Muhammadan Rural): Sir, India is a land of strange inconsistencies, and the way in which things are done in the name of retrenchment is no exception. The railways talk of retrenchment on the one hand, and on the other, they go on merrily increasing the number of superior appointments without any let or hinderance, applying their so-called retrenchment only to the lower ranks of the service.

Sir Hari Singh Gour: Speak up, please.

Mr. P. G. Reddi: Sir, the pay of any of these superior officers is equivalent to the salaries of a number of clerks put together. I say that retrenchment on the railways is a mockery. I remember the days when the South Indian Railway and the Madras and Southern Mahratta Railway were each run by one Agent and one General Traffic Manager. Now, we have Deputy Agents, Secretaries in the order of 1st, 2nd and 3rd, then the Chief Commercial Superintendent, the Chief Transportation Superintendent, and a host of others. I ask, what are these officers doing? Each one shuts himself up in his own room and refuses to see the public when they approach him to represent their grievances. I do not know how long the country is destined to pay these sinecures. Sir, on the South Indian Railway, the Departments were bifurcated in the year 1924 into Traffic and Commercial. It was said at the time of bifurcation that that arrangement would bring in the millennium for the Railway. Six long years have passed, but the expected millennium has not yet come. The result of the bifurcation was that the tax-payer was burdened with another officer, called the Chief Transportation Officer. The South Indian Railway is now reverting to the old system, and in doing so, one would expect that the staff, engaged as a result of the bifurcation, would be curtailed. But in consequence of the re-amalgamation, it is said that two more D. T. S.'s and four more A. T. S.'s are required. Again, Sir, if retrenchment is really necessary, may I ask why should superannuated

[Mr. P. G. Reddi.]

men be given extensions? Even in the matter of extensions, retrenchment is dangled before our eyes only when the Indians are concerned. Mr. Storrer, Station Master of the Trichinopoly Junction, Mr. Parker, Station Master of Erode Junction, Mr. Merritt, Station Master of the Egmore Station, were granted extensions, whereas Mr. Achyutan, Station Master of Calicut and Mr. Srinivasa Aiyangar, Station Master of Chingleput, were not given extensions on the ground of retrenchment. I ask, Sir, why these invidious distinctions between man and man, between community and community? Sir, the same game is being played by the M. & S. M. Railway. On that Railway, recently an officer was appointed called Personnel Officer. That Officer had previously been doing a Steward's work in a race club, and I do not know how his experiences of a race club are helpful in doing the work of a Personnel Officer of the M. & S. M. Railway. He is deputed to decide the appeals though he is not the final authority, it is but the Agent. This officer is supposed to hear appeals from the subordinates, but being new and inexperienced, he refers back the appeals for remarks to the very officers against whose decisions the appeals are preferred. Naturally, he accepts their reports as gospel truth and orders are passed accordingly. Now, the House can visualise the hardships that the subordinates must be put to on this account.

Is there, after all, any necessity for retrenchment in the lower grades of service? If one looks at the figures given at page 112 of the Report of the Railway Board, one will see that in 1929-30, while all the other railways earned less than in 1928-29, the S. I. Ry. alone had earned more by 56,44,000 rupees. If we turn to the figures at page 193 of the same Report, the percentage of expenses in the Traffic Department to the total weekly expenses is only 13 per cent. in the S. I. Ry. as against 19 in the case of the E. I. Ry., or 17.6 in the case of the B. & C. I. Again, taken by the train mile, we find that the B. N. Ry. spends 13.9 annas, E. I. Ry. 12.3 annas, G. I. P. Ry. 10 annas, while the S. I. Ry. spends only 6.5 annas. Let us now look at the figures from another standpoint. At page 112 we find that gross earnings of the S. I. Ry. are Rs. 6,63,68,000, and at page 193 we find that the S. I. Ry. spends only Rs. 52,63,565 on the Traffic Department, that is, roughly, about 29 days' earnings. The Agent of the S. I. Ry. said in his circular issued to the staff that 91 days' earnings are required to pay the wages bill. So, then, we come to this, that out of 91 days' earnings that go to pay the wages bill, only 29 days' earnings go to pay the Traffic Department and 62 days' earnings go to pay the upkeep of the Home Board, the Agent's Department and pay of the officers. That is to say, to the men who work in the actual field of transportation, one day's earnings out of the earnings of 30 days in the month are paid. Sir, the figures, far from making out a case for retrenchment in the subordinate staff, make out a strong case for raising the pay of these unfortunate men.

The figures of the M. & S. M. Ry.—the other railway that is holding the sword of Damocles over the head of the railwaymen—are equally illuminating. It will be seen from page 193 of the same Report that this Railway spends 10 per cent. of its total working expenses on the Traffic Department. I regret I have not got all the figures with me, but all the

same, although this railway is working cheaply, it still wants to extort more and more work from its subordinate staff in the name of retrenchment. While every State-managed railway has kept down its working expenses in view of lower earnings, only the S. I. Ry., the M. & S. M., and B. N. Rys., show very great increases in their working expenses. While the International Conventions tend to reduce the hours of work, here is the South Indian Railway that extorts extra work from its clerks by half-an-hour every day. Frequent labour disputes are never conducive to the progress of railways. The administration is top heavy and therefore cannot run smoothly. To quote an instance. Why should a highly paid officer be deputed to work under the Chief Publicity Officer when there are Agents drawing princely salaries in different railways and when there are five officers working under him. One has to be convinced that all steps have been taken towards retrenchment in the higher grades of service. I would ask the Government to appoint a committee of officials and non-officials to inquire into the possibilities of retrenchment in the higher grades of service. Until this is done, all proposals for retrenchment in the lower grades must be held in abeyance.

Mr. M. Maswood Ahmad (Patna and Chota Nagpur *cum* Orissa: Muhammadan): There is no doubt that the Railway Budget shows a heavy loss. At the time of the budget estimates in previous years, at least some amount was shown as transferred to the Reserve Fund. It does not matter if this amount was more or less, but the actuals of 1929-30 show that 2·08 crores were drawn from the Reserve Fund and in 1930-31 it is proposed to draw 10·86 crores from the Reserve Fund—5·12 crores to meet the loss and 5·74 crores to meet the payment due to general revenue. The estimated income in 1931-32 is 6 crores more than this year, with a net gain of 1·21 crores only, but if this estimated income of 6 crores does not come to that some how or other, then instead of a profit of 1·21 crores, there are chances of this amount becoming less and therefore the profit will also be either less or it will end in a loss. If the estimate of increased income has again been over-estimated as in previous years, then there may be a heavy loss again. It is proposed to take 4·15 crores from the Reserve Fund to balance this year's Budget and a closing balance of 1·33 crores for the Reserve Fund has been shown. If the estimated income decreases, then I do not know how the deficit will be met. Then it is a peculiar sort of business that, year after year, the Reserve Fund is decreasing and no attempt is made to lower the expenditure and to increase the income. The only course is to reduce the expenditure and to effect retrenchment. I do not propose that the retrenchment should be in all the Departments but from the Railway Board very easily 10 per cent. can be reduced. The great difficulty I find is that the Railway Board's Budget has been divided into three parts. One is pay for officers, the other is pay of establishment, and the third is other charges. In other charges I find contribution to Provident Fund and gratuities to non-pensionable establishments. I do not find what amount has been proposed for contribution to Provident Fund, and what amount has been demanded for gratuities. The business has made a loss. The loss is so heavy that the Reserve Fund has come down to one crore. I do not think any business man will be able to pay gratuities in this condition of the business. It is quite clear that retrenchment must be effected and I hope it will be effected.

[Mr. M. Maswood Ahmad.]

I want to place one thing more before the House at this stage. I said on the 19th that Muhammadans are in a very low number in the services. I find something has been mentioned about it in the Memorandum regarding the representation of Muslims in the railway services.

Mr. President: Order, order. The Honourable Member can refer to that when that specific cut is proposed. At present we are dealing with a motion for retrenchment by a cut of 10 per cent. in the Railway Board's Demand, and the question that the Honourable Member now proposes to discuss will arise on a later occasion.

Mr. M. Maswood Ahmad: I want to draw the attention of the Railway Board to this, that if a retrenchment of 10 per cent. is made, Muslims should not be affected by that, and for that purpose I want to place my reasons. Muslims are very few in the services. Their percentage is very low and if they will be affected by retrenchment, then there will be no Mussalman in the service and in view of your ruling that this question is not relevant at this stage, I would only draw the attention of my Honourable friend, Mr. Hayman, to it and postpone my remarks to a later stage.

I think a saving is possible in the Railway Board by reducing the number and pay of higher officers, by omitting gratuities, and by Indianisation.

Lala Hari Raj Swarup (United Provinces: Landholders): I propose to make a few remarks, Sir, on this subject not from the point of view of an expert but from that of a layman. The Honourable Member in charge of Railways has made a reference in his Budget speech to the need of retrenchment, and I congratulate him on that score, but I assure this House that the measures proposed by him fall far short of our requirements and needs. The Reserve has been reduced from 18 crores to 1½, and the Depreciation Fund is also being used up and unless we resort to a scheme of strict retrenchment the railways in India, I am sure, will be reduced to the verge of bankruptcy. When we are about to march on a new constitutional journey, it is but proper that those who are in charge of railways at this time should try to effect every possible retrenchment and turn the railways into a perfectly managed system on strict commercial lines. Towards that end, I think two things are most essential. One is to scrutinise the separation convention minutely, because I feel in the interest of retrenchment it is necessary that the strict control of the Finance Department of the Government of India, that used to be on the railways before the separation convention came into force, should be restored. The Finance Department will view things in the interests of the people as a whole and not take a sectional view like the Railway Board.

The second thing to which I attach importance is the setting up of a Retrenchment Committee, or, pending that, the appointment of a special officer to go into matters of detail of the railway administration, and suggest means by which retrenchment can be brought about. ("Hear, hear".) One most important thing to be taken into consideration is the Divisional Scheme of railways which was started only a few years ago, and I hold that the Divisional Scheme has been a very expensive experiment. Huge buildings have been taken on rent; high-salaried officers have been appointed and attached as personal staff to the Divisional Superintendents, and several officers have been placed at the headquarters of the Divisions

to do most of the work which used to be done by district officers who are still there. This was utterly unnecessary. The chief advantage of setting up a Retrenchment Committee will be that their sole task being to go into the retrenchment aspect of every question, they will try to tap every avenue of economy. Several sources of economy may be revealed by them, which might ordinarily escape the notice of the Railway Board. I may quote another example; there is I am told a Sports Officer in the Railway Board and similar Sports Officers are attached to the offices of the Agents. Sir, when we are running the railways at a loss, I do not see what necessity there is for engaging these officers, who may be safely done away with. Therefore, I urge upon the Government to take the suggestions of this House in the right spirit and search every avenue of retrenchment, so that when we are on our new Constitutional march, we may not be asked to work the railways as a losing concern and waste our time in devoting attention to effecting retrenchments, etc., but on the other hand we should be enabled to take over the railways as a paying concern and thus devote our attention and time to questions of broad national policy.

The Honourable Sir George Rainy: Sir, it is perhaps a little difficult for me to reply fully on this occasion to everything that has fallen from the Honourable Members who have spoken. My Honourable friend, Mr. Das, for example, traversed a great deal of ground—possibly he feared that the guillotine might fall before he reached certain other subjects—but I do not think it would be right for me to follow him over the same ground and reply to all that he has said on somewhat extraneous topics, because I should expose myself to the charge of making a long speech on all these subjects and thereby preventing other cuts proposed by other Honourable Members from coming up. But there is one feature of the debate that struck me as a little interesting but curious, and that was the nature of some of the reasons given for making a cut of ten per cent. in the Demand for the Railway Board. Perhaps previous speakers sometimes forgot what the precise question was to which at the moment they were addressing themselves,—as, for example, my Honourable friend, Mr. Das, who thought that there ought to be a different kind of Financial Commissioner on very substantially higher pay. It struck me that this proposal was not a good reason for making a ten per cent. cut in the Demand for the Railway Board, because if the grant is reduced how can I find the pay of that highly-paid officer? Then, again, Mr. Das complained that we had not applied ourselves sufficiently to examining the question whether the new extensions which we have made in recent years were proving remunerative, and he wanted a special officer. Possibly it might be useful to have a special officer to examine that question, but if so, is that a reason for making a ten per cent. reduction in the Demand for the Railway Board? (Laughter.) Then he said, what had we ever done in our stores purchase policy to meet the demand for the encouragement of Indian industries? And I gathered that he was prepared to regard price as a secondary consideration, provided the purchases were made in India. I am not saying anything about the merits of that suggestion just now, but the fact that you are going to pay a higher price is not a reason for making a ten per cent. cut! (Laughter.) Then again my Honourable friend, Dr. Ziauddin Ahmad, said that he wanted managing directors drawn from the ranks of non-officials. Sir, that may be a good plan or a bad plan, but it is not a reason for making a ten per cent. reduction in the Demand for the Railway Board.

Mr. C. S. Ranga Iyer: On a point of order, Sir. It is the custom in this House when an Honourable Member makes a particularly strong

[Mr. C. S. Ranga Iyer.]

speech—and there are previous rulings to that effect—that he should be present to hear the reply; and when the Honourable the Leader of the House is so replying, I find that one such Honourable gentleman, Dr. Ziauddin Ahmad, is conspicuously absent.

Mr. President: I know of the rulings to which the Honourable Member has referred.

Mr. C. S. Ranga Iyer: Of Sir Frederick Whyte.

Mr. President: I know of the rulings to which he has referred. It is the parliamentary practice that when a Member has criticized, he should be present to hear the reply. But Honourable Members know that I do not possess the power physically to bring any Honourable Member here. (Laughter.)

Mr. S. C. Mitra: The Honourable Member could not anticipate that the Honourable the Railway Member would be rising to speak just now.

The Honourable Sir George Rainy: I could not hear, Sir, all that fell from Mr. Reddi on the other side of the House, but I did catch the words, “a strong case for raising salaries”. Well, that again, seemed to me a slightly inadequate reason for the ten per cent. reduction. (Laughter.) The main points which have been taken in support of this cut are of course the same as were urged by several speakers when the general discussion on the Budget took place. The point was raised again and again that a general reduction in the scale of wages and salaries was necessary, and that a Retrenchment Committee should be appointed and so on. I do not know that I can add materially to what I said when introducing the Railway Budget, on these points. I said then that I recognized that it might be necessary eventually to appoint a Retrenchment Committee to deal with the railways, but that I thought that the Committee would have to be mainly an expert committee. I am particularly anxious that during the next four or five months, or perhaps six months, the Agents and their staffs should proceed vigorously with the economies which we have already undertaken, and I do not want them to be diverted from that, either by the demands which a Retrenchment Committee would necessarily make for information from them, or by the feeling that by the appointment of such a committee they were relieved from all further responsibility as regards retrenchment. I want them all to feel that it is their business primarily to effect retrenchments, and I want them to convey that right down to the chain of officers as far as it can go. I believe in that way you are most likely to get immediate and substantial results.

As regards the ten per cent. cut in salaries or whatever may be the figure, I adhere to what I have already said that, if such a measure becomes necessary, it cannot be dealt with purely as a question affecting the Railway Department, but will have to be handled as an all-India question. I do feel this very strongly that, in a Department like Railways, if isolated action were to be taken, there would be a great sense of injustice felt by large bodies of railway servants all over the country, the effect of which might be very serious, and I do think they are entitled to considerate treatment at our hands.

My Honourable friend, Mr. Das, asked me to take a lesson from the Tata Hydro-Electric Company. It was not very clear what lesson I was to take; possibly it was a lesson to hand over the managing agency of the

railways in India to Americans. It may be that this was in his mind, but it does not sound to me quite a feasible proposition at the moment, even if we did make a ten per cent. reduction in the appointments of the Railway Board. He then went on to consider the question of stores purchase policy. I do not wish to reply to that just now because it will certainly come up later on one of the other cuts, for I believe one of them stands sufficiently high on the list to be reasonably certain that it will come on.

Mr. B. Das: I do not want to move that if you reply now.

The Honourable Sir George Rainy: If so, then I think the Honourable Member cannot be too anxious to hear a reply from me.

Now, as regards my Honourable friend, Dr. Ziauddin, his first complaint was that as a business concern we were not making a nearly high enough profit and he appealed to my Honourable friends in the European Group for their opinion whether they would not consider a business that was making only $4\frac{1}{2}$ per cent. profit a one-horse show. At the present moment I do not think they would look contemptuously on a figure of $4\frac{1}{2}$ per cent. for it is a percentage which in existing circumstances has a certain merit about it. But my Honourable friend referred to that figure as if it were a typical figure of what we usually earn; and although he had the Report of the Railway Board in his hands, he did not refer to the percentages of the previous four years which were all in excess of 5 per cent. and in 1924-25 rose nearly to 6 per cent. In the second place, I would point out that 1929-30, the year for which he quoted the figure of $4\frac{1}{2}$ per cent., was a year in which we had begun to feel the effects of the trade depression, although the full effect had not yet become manifest. It is obvious that, if that is the criterion to be applied, we must either take a reasonably normal year, or an average over a series of years. But apart from that, is it the policy in accordance with which this House desires that the railways should be administered, that they should be administered purely as a profit-earning concern? If so, what is the meaning of the provisions of the separation convention, which prescribes what is to be done with the surplus after the interest charges have been met? It is laid down that a certain amount goes as a contribution to general revenues and the balance is applied to the Reserve Fund. The whole point of that Reserve Fund is just this that, as it accumulates, it makes it possible to make reductions in rates and fares. And if that is the policy, then it becomes obvious that you cannot test the efficiency with which the concern is administered merely by applying any rough and ready test as to the rate of the return which it earns on the capital invested in it. It is clear that other considerations come into play, the great consideration being the desirability of keeping down rates and fares as low as possible, and in the second place, I am quite sure the general feeling of the Members of this House would be that they have also to consider what is a reasonable remuneration for the members of the staff, and particularly the low paid staff. And these are not purely commercial considerations.

Now, I regret a little, some of the remarks that fell from my Honourable friend. I am not going to take them up in detail, particularly those in which he named certain officers, partly because I was unable to hear exactly what he said, and partly because I think that if in this House we once get into the habit of attempting to deal on imperfect information with the merits or demerits of particular officers, it cannot make for anything but a series of most unfortunate incidents. It is not reasonable, it seems to me, that we should be asked to deal with half-suggested

[Sir George Rainy.]

accusations flung out at random, to which it is impossible really to reply. But on the general accusation of favouritism, I should like to say this that, if it is the view of my Honourable friend that appointments should always go by seniority and that you must not, because you will be accused of favouritism, pick out a junior officer whom you consider particularly good, I will ask my Honourable friends of the European Group once more whether they consider that good commercial management. My Honourable friend must take his choice. If he wishes the railways to be tried by commercial tests, then we must follow commercial methods. And the whole secret of good management as well as good commerce, is to select the best men and put them in the responsible positions.

My Honourable friend expressed the view that the Staff and Labour side of the Railway Board was far too strongly staffed and that there was room for considerable reduction. My Honourable friend, Mr. Hayman, has given very convincing reasons to show that we get extremely good work and extremely valuable results from the officers whom we employ; and I believe that if my Honourable friend were really to go into the subject—I am quite sure Mr. Hayman will be very glad to tell him anything he wants to know—I believe he would satisfy himself that we are getting extremely good work out of these officers, and that the work they are doing is really necessary. But what makes me doubt whether my Honourable friend has gone so deeply into the chapter as he might have done is his reference to what was said at the time the Demand for the Labour Member of the Railway Board was first put forward. It appeared to me quite clear that his information was inaccurate, or his memory was misleading him, and I have taken the trouble to look back to the original Memorandum which was placed before the Standing Finance Committee. What I find is this:

"The proposal is that there shall be one Member in charge of the transportation and commercial work which comes to the Board and one Member who will be in charge of all Staff work including both Labour questions generally and all the Establishment work which is at present performed in the Establishment branch."

This is perfectly explicit, and I should not have taken the trouble to refer to it except from this point of view, that I would ask my Honourable friend to remember that if there is any question of bringing charges, or even of imputing motives, one has to be as accurate as one can with one's facts.

Dr. Ziauddin Ahmad: I also request you to read also paragraph 27 of your speech at page 979.

The Honourable Sir George Rainy: I had read the paragraph of the Memorandum which was put before the Standing Finance Committee before I made my speech and which was before the Members of this House at the time they voted on the proposal.

I should like to turn now to my Honourable friend, Mr. Shahanī, who went through the list of the various items in the Railway Board's Budget and told us how he thought reductions could be made. I do not deny, it may be possible to make some reduction in the cost of the Railway Board, and it will be our duty to do what is possible in that direction. I do

not deny that. There is nothing sacrosanct about the Railway Board's office. If we can see good reasons why we can dispense with a particular appointment without any loss of efficiency, then we shall have no hesitation in making the reduction. But I should like to point out to my Honourable friend that if he merely takes the estimate and goes over it item by item, it is not very difficult to write down a smaller figure against each item and thus to prove that a reduction can be made. But in actual practice, it is not quite as easy as that. One of the points which my friend criticised is that of Rs. 1,28,000 for the rent of the building occupied by the Railway Board. The actual fact is this. In accordance with the rules laid down, the Public Works Department charge the Railway Board for the quarters they occupy in the Imperial Secretariat and the payment is merely a book proposition. The actual expenditure is incurred in the Public Works Department, and it raises a debit raised against the Railway Department there. And supposing we did reduce that item, it merely means that the Public Works Department itself would have to bear the charge which was not voted in the Railway Budget. Then again my Honourable friend suggested that the pay of the Superintendents was too high,—Rs. 550 rising to Rs. 800, and asked whether we could not employ more junior officers and give them a lower rate of pay? But the posts of Superintendents among the clerical appointments are prize appointments to which our clerks hope to rise towards the end of a long service, and we cannot summarily say, we shall employ junior people, because we can give them a lower rate of pay. Then my friend asked, why the Secretary to the Railway Board should draw such a high rate of pay. It would be quite possible no doubt, to employ a more junior officer as Secretary. But the only result would be that the more senior officer drawing a higher rate of pay would be employed somewhere else on one of the railways, and there would be no net reduction in the Railway Budget. We should have a smaller cost in the Railway Board's Office and a higher cost in somebody else's office, and on balance we should be exactly where we were before. I thought it worth while to go into these instances in order to show that it is not enough to run through an estimate and suggest that there is room for reduction; but when it comes to the actual point, it is only the people actually in charge who can say whether a reduction is possible.

Now, Sir, I think I have dealt with the main points that have been raised specifically on this question of retrenchment and I do not want to travel into the other matters which were raised. But I should like to emphasise once more the extreme importance, in the circumstances in which we live today, of the Staff work that has been undertaken in the Railway Board's Office. If Honourable Members believe that that is a

4 P.M. temporary feature and that it would be possible to go back to earlier arrangements, with only a Director and a small establishment that they are misleading themselves, for in this matter we are not at the end of things, we are only at the beginning. There is no question at all about the industrial development, or about the growing awakening of labour to a consciousness of its own needs and to an impression that by exerting itself by agitation and by other methods it can secure a larger place in the Sun than it has hitherto occupied. That is a matter which concerns all employers of labour in this country and of course intimately concerns the Railway Department. Now, if we are to deal with these new developments wisely and if we are to avoid unnecessary friction and trouble, then I say we have got to organise ourselves to meet it.

:[Sir George Rainy.]

That will apply to each Railway Administration separately, and it will also apply to the headquarters organisation, because in all matters such as labour legislation we cannot expect the driving power to come from below and there must be a headquarters organisation that keeps itself in touch with these things and to deal with each emergency as it arises. I do attach great importance to this and I hope the House will not, by anything it does, convey the impression that it regards the interests of labour or the interests of the railway staff generally as a matter about which it is indifferent and which it thinks can be conveniently put in a corner to be disposed of as best it may. (Applause.)

Mr. B. Das: Sir, I appreciate the concluding remarks of the Honourable the Railway Member. I do not think any non-official Member on this side of the House wants in any way to retrench or reduce generally the amenities of labour or to oppose betterment of the conditions of living of the labour population. I know there are two Members here who are Members of the Royal Commission on Labour and whatever propositions the Railway Board and particularly the Railway Labour Member have to put forward before that Commission for the safeguarding of the interests of labour, let me assure the Honourable the Railway Member and the Government of India, that none on this side would want to reduce the social amenities and better conditions of living of the labour classes. If some of us advocated a reduction in salary—at least I did that—and limited it to the staff getting Rs. 30 and above, we feel that as the prices are going down from 30 to 50 per cent., no hardship would be caused to a man who is earning Rs. 30 and above by cutting down his salary by 10 per cent.

Sir, I listened most attentively to the reply the Honourable the Railway Member gave. His protest was so gentle and mild that I thought that if he was, as I am, on this side of the House, he would have no doubt agreed with me straight that there should be retrenchment by cutting down the salaries by 10 per cent. But then he is handicapped. There is his Honourable colleague, the Finance Member; there are the Provincial Governments. What will happen to them if the railways suddenly decide on a 10 per cent. reduction? But my Honourable friend forgets that the railway staff and railway officers enjoy certain advantages and facilities such as free housing, railway passes, and other railway concessions for themselves and for their wives, families and relations up to the seventh generation and they can travel first class and second class on the railways all over India on passes. These amenities are not enjoyed by the staff of the Honourable the Finance Member or in other Departments of the Government of India. That is the reason why the Honourable Member's Department has come forward with this deficit Budget and I think his Budget is the most glaring instance of mismanagement. It is best for him that he should face the situation. Let him face it and accept it and go on with reduction, and I know my Honourable friend, Sir George Schuster, will take his lead and the same Retrenchment Committee could do the work of all the Departments in the Government of India.

I would like to make one observation about my Honourable friend's reply to Mr. Shahani. What Mr. Shahani suggested was that there would not only be a reduction of expenses when the staff of the Railway

Board do not make their hill journey, but there will also be house rent saved to the Public Works Department. Mr. Shahani did not suggest that the Public Works Department should not let-out these houses to Government officials or private persons; from what I know there are always houses wanted by Government officials; there are less houses in Simla than are required; and if the Railway Board does decide that the Railway Board should not go to Simla, then many houses will be vacant for officers of the essential Departments.

As to the observations which my Honourable friend the Railway Member made about interest charges, I think a wrong impression has been created, that the railways are earning 5 to 6 per cent. or even 7 per cent. That is not the net earning. One has to see that money is allotted to annuity and sinking funds and share of surplus profits of the Company-managed railways; and I may just point out here that two or three years ago, in submitting their appropriation accounts, the Railway Department or the Accountant General, Railways, used to put down the actual percentage of profit. Now those mathematicians have left it to this side to compute the percentage of loss or profit accruing to particular railways. I find that the North Western Railway is run at a loss of 1.5 per cent.; the Eastern Bengal Railway at a profit of probably .5 per cent.; the East Indian Railway at a profit of 1.5 per cent.; the Great Indian Peninsula Railway at a profit of .5 per cent. If the Honourable Members on the other side want that we should calculate . . .

The Honourable Sir George Rainy: Will the Honourable Member kindly give me the reference? I do not quite know to what figures he is referring.

Mr. B. Das: I am referring to Vol. I, page 15, and the Appropriation Accounts, and page 20 of the Director of Railway Audit's Report (1928-29). What is given there? The net receipts, that is, the gross receipts less working expenses, but excluding surplus profits and the percentage is calculated on the capital. But what about the interest?

The Honourable Sir George Rainy: I think the small percentages my Honourable friend is giving are the excesses over the final profit after interest has been charged. The figures I was giving—4.65 and 5 per cent., and upwards—represented the return on fixed capital before charging interest.

Mr. B. Das: I am not thinking of interest so much now; I am thinking of the appropriation to Depreciation Fund, and the moment you take away appropriation to Depreciation Fund there is nothing left. My Honourable friend, Sir George Schuster, I think will subscribe to what I have said (Laughter): I think we examined it in the Public Accounts Committee. I am correct there, I am sure, and I lay a particular charge against the Railway Board and also against the Accountant General, Railways, that they deliberately did not put down the actual net profit on the capital investment—perhaps they want us on this side to become mathematicians and to compute the actual figures for ourselves by working them out on paper. Probably the next year's Public Accounts Committee will perhaps see to this.

[Mr. B. Das.]

I entirely agree with my Honourable friend, the Railway Member about his view as regards the Americanisation of the Tata Hydro-Electric Schemes. What I was suggesting to him was a palliative, that the process of economy and Indianisation, which the present Americanised management of the Tata Hydro-Electric Company has been following, may be copied and he may well take a leaf out of that American management.

I whole-heartedly agree with the Honourable the Railway Member about his observations that certain instructions are essential to the various Railway Agents to practise economy and to retrench everywhere. Even with the appointment of this Retrenchment Committee which I suggest, no one wants these Agents to slacken in their work of retrenchment. Whether the Committee will be a railway committee or a Government of India committee to go into the affairs of railways, as the Inchcape Committee did, it should not worry Railway Agents. It should meet the various heads of Departments, like the Finance Department and other Departments and it should come to definite conclusions on the particular lines on which they should take action. So I do not think that the object, which my Honourable friend the Railway Member has in mind that the Railway Agents should work a little more and should be awake to the realities of the situation, will suffer.

Sir, I think I have met most of the points that arose out of the reply of the Honourable the Leader of the House, and I think in spite of his reply, in his heart of hearts he agrees with this side of the House that there should be retrenchment and there should be economy. But then, as the Railway Department is his pet Department and it is a Department which allows him to control finances to the extent of 105 crores and sometimes capital expenditure to the extent of 25 crores, it is rather hard on him to agree with the criticisms from this side of the House that the axe should be immediately applied; but I hope he will see the reasons so cogent and so scientific that have been advanced. He appealed to his European colleagues about the commercial aspect of the thing. My friends, the Europeans, manage commercial concerns, and when a concern does not pay, they sack their officers and staff in order to make the concern pay. If my Honourable friend will consult Sir Hugh Cocke, he will confirm this. I shall be very glad if Sir Hugh Cocke is appointed as special officer in the Railway Department for retrenchment. My friends should take a leaf out of the book of the European commercial organisations and so also should the Government of India take a leaf out of their book and should concede what we have asked. This reduction of Rs. 1,15,000 is an index. I would like my friend to yield to us and agree with us over this retrenchment. But this retrenchment is nothing if my Honourable friend and the Government of India do not agree to our demand that there should be a Retrenchment Committee appointed immediately which would look into the question of reduction of expenditure in all directions.

Mr. President: The question is:

"That the Demand under the head 'Railway Board' be reduced by Rs. 1,15,000."

The Assembly divided:

AYES—46.

Abdur Rahim, Sir
Anwar-ul-Azim, Mr. Muhammad.
Azhar Ali, Mr. Muhammad.
Bhuput Sing, Mr.
Das, Mr. B.
Dudhoria, Mr. Nabakumar Sing.
Ghuznavi, Mr. A. H.
Gour, Sir Hari Singh.
Harbans Singh Brar, Sirdar.
Hari Raj Swarup, Lala.
Ibrahim Ali Khan, Lt. Nawab
Muhammad.
Jadhav, Mr. B. V.
Jha, Pandit Ram Krishna.
Jog, Mr. S. G.
Joshi, Mr. N. M.
Lahiri Chaudhury, Mr. D. K.
Maswood Ahmad, Mr. M.
Misra, Mr. B. N.
Mitra, Mr. S. C.
Muazzam Sahib Bahadur, Mr.
Muhammad.
Mujumdar, Sardar G. N.
Neogy, Mr. K. C.

Pandian, Mr. B. Rajaram.
Phookun, Mr. T. R.
Puri, Mr. Goswami M. B.
Rajah, Raja Sir Vasudeva.
Ranga Iyer, Mr. C. S.
Rao, Mr. M. N.
Reddi, Mr. P. G.
Sadiq Hasan, Shaikh.
Sarda, Rai Sahib Harbilas.
Sen, Pandit S. N.
Shafee Daoodi, Maulvi Muhammad.
Shah Nawaz, Mian Muhammad.
Shahani, Mr. S. C.
Singh, Kumar Gupteshwar Prasad.
Singh, Mr. Gaya Prasad.
Sitaramaraju, Mr. B.
Sohan Singh, Sirdar.
Suhrawardy, Dr. A.
Sukhraj Rai, Rai Bahadur.
Thampan, Mr. K. P.
Tun Aung, U.
Uppi Saheb Bahadur, Mr.
Yakub, Maulvi Muhammad.
Ziauddin Ahmad, Dr.

NOES—53.

Abdul Qaiyum, Nawab Sir Sahibzada.
Acheson, Mr. J. G.
Alexander, Mr. W.
Allah Baksh Khan Tiwana, Khan
Bahadur Malik.
Anklesaria, Mr. N. N.
Ayyangar, Diwan Bahadur V.
Bhashyam.
Bajpai, Mr. R. S.
Banarji, Mr. Rajnarayan.
Baum, Mr. E. F.
Bhargava, Rai Bahadur Pandit T. N.
Boag, Mr. G. T.
Chatterjee, The Revd. J. C.
Cocke, Sir Hugh.
Crerar, The Honourable Sir James.
Dalal, Dr. R. D.
Fazl-i-Husain, The Honourable Khan
Bahadur Mian Sir.
Fox, Mr. H. B.
French, Mr. J. C.
Graham, Sir Lancelot.
Gwynne, Mr. C. W.
Hamilton, Mr. K. B. L.
Hayman, Mr. A. M.
Heathcote, Mr. L. V.
Hezlett, Mr. J.
Ishwarsingji, Nawab Naharsingji.
Ismail Ali Khan, Kunwar Hajee.

Jawahar Singh, Sardar Bahadur
Sardar.
Jehangir, Sir Cowasji.
Khurshed Ahmad Khan, Mr.
Krishnamachariar, Raja Bahadur G.
Montgomery, Mr. H.
Moore, Mr. Arthur.
Morgan, Mr. G.
Mukherjee, Rai Bahadur S. C.
Pandit, Rao Bahadur S. R.
Parsons, Mr. A. A. L.
Rafiuddin Ahmad, Khan Bahadur
Maulvi.
Raghubir Singh, Kunwar.
Rainy, The Honourable Sir George.
Rajah, Rao Bahadur M. C.
Roy, Mr. K. C.
Sahi, Mr. Ram Prashad Narayan.
Sams, Mr. H. A.
Schuster, The Honourable Sir George.
Scott, Mr. J. Ramsay.
Sher Muhammad Khan Gakhar,
Captain.
Shillidy, Mr. J. A.
Studd, Mr. E.
Sykes, Mr. E. F.
Tin Tüt, Mr.
Wajihuddin, Khan Bahadur Haji.
Yamin Khan, Mr. Muhammad.
Young, Mr. G. M.

The motion was negatived.

The Assembly then adjourned till Eleven of the Clock on Tuesday, the 24th February, 1931.