

Wednesday, 25th February, 1931

THE

LEGISLATIVE ASSEMBLY DEBATES

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Volume II, 1931

(19th February to 11th March, 1931)

FIRST SESSION

OF THE

FOURTH LEGISLATIVE ASSEMBLY,

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Legislative Assembly.

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Deputy President :

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

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LEGISLATIVE ASSEMBLY.

Wednesday, 25th February, 1931.

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

QUESTIONS AND ANSWERS.

APPOINTMENTS IN THE NASIK ROAD SECURITY PRINTING, CURRENCY NOTE PRESS.

701. *Maulvi Muhammad Yakub: (a) Have Government prescribed or do they require any educational and technical qualifications for employment in the Nasik Road Security Printing, Currency Note Press? If so, what?

(b) Will Government be pleased to state the educational and technical qualifications of the following employees at the Nasik Road Security Printing India, Currency Note Press, and the Central Stamp Stores:

- (1) Mr. F. G. Cackett.
- (2) Mr. Gildersleves.
- (3) Mr. Rees Jones.
- (4) Mr. Frederick Jones.
- (5) Mr. Griffin, Apprentice, A grade, on Rs. 4 a day.
- (6) Mr. Skinner, Apprentice.
- (7) Mr. Smith.
- (8) Mr. Gaynor.
- (9) and (10). Besant brothers?

(c) Which of the above named gentlemen were engaged on 5-years' contracts and when is the term of their contracts to expire? Is there any idea of retaining their services beyond the period of their contracts? If so, why?

(d) Is it a fact that Mr. Allison, Senior Supervisor, Printing grade, was also engaged on a 5-year contract? When is the term of his contract to expire? Is it a fact that this gentleman is suffering from paralysis?

(e) Is it a fact that Messrs. Rees Jones, Frederick Jones and T. Jones are near relations?

Is it also a fact that Messrs. F. Griffin and Griffen, apprentices, are own brothers?

(f) Is it a fact that Mr. Corby, Estate Custodian, is a retired Police Inspector of 58 years of age and gets his pay in addition to his pension? What is the estimated rent of the house occupied by him and what rent does he pay?

(g) Is it a fact that Mr. Johnson, Junior Supervisor, was a Sergeant of the Poona Police, and was he dismissed or discharged from that post? What training has he got in printing and what is his present pay?

(h) Is it also a fact that Messrs. Peacock and Bulmer were formerly clerks in the Military Cantonment on Rs. 80 and 60, respectively? What is their present pay and what qualifications and training have they got in printing?

(i) Is it a fact that Mr. Weir, Junior Supervisor, Letter Press, was a Purser's clerk on a steamer and was suddenly made a printer? What is his qualification for the work? What is his present pay and the grade of his pay?

(j) By whom are all these appointments made?

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

Maulvi Muhammad Yakub: Could the Honourable Member tell me how long it is since notice of this question was given?

The Honourable Sir George Schuster: I cannot tell my Honourable friend exactly how long notice there has been, but I am prepared to give him certain information, with your permission, Sir. I have as a matter of fact all the information about sub-headings (b) to (i) but not under sub-heading (a) of which we have had very little notice. If my Honourable friend had accepted my answer, I had intended to speak to him about this question, and as he has not accepted it and has asked me for further information, I should like to take this opportunity for making certain remarks. I have had a great number of questions on this particular subject, and I have reason to believe from the wording of the questions that they have been prompted by a number of anonymous letters which have been circulated to Honourable Members of this Assembly, and as a matter of fact which were discussed by me in the Standing Finance Committee when Sir George Willis attended as a witness before the Committee. What I was going to suggest to my Honourable friend was that although as I am sure he will recognise I am always most anxious to follow up any case where inquiry is desired and to give the fullest possible information to this House, I do feel certain objections to taking seriously anonymous communications which are sent to Honourable Members of this House. I would venture to suggest for future guidance and to take this opportunity of expressing a word of warning, that if anonymous letters are taken seriously it is going to interfere in a very detrimental way with Government administration. However willing we may be to investigate questions where there is real evidence making out a *prima facie* case, I think, and I am sure that Honourable Members, if they think over the matter, will agree with me, that to take seriously anonymous communications might be a most dangerous precedent. Having said that, Sir, I shall have no hesitation in giving the fullest possible information on all these questions. I am quite convinced that the implications of the anonymous letter which has been circulated are entirely incorrect, and I believe I was able to satisfy the Standing Finance Committee that that was so. I have taken this opportunity for making these observations and I am sure my Honourable friend will not take anything I have said amiss. I feel that I ought to make our position quite clear in this matter.

Maulvi Muhammad Yakub: I am thankful to the Honourable the Finance Member, Sir, and I must inform him that we do not generally set on anonymous letters. Of course for information of events and things that happen in this country Honourable Members of this House must rely upon somebody to give them information, because without getting that information they cannot put any questions. Sometimes it is quite natural that the information which we receive may not be quite correct, in the same way that the information which the Treasury Benches receive from the Departments under them may not be quite correct

Mr. C. S. Ranga Iyer: On a point of order, Sir. I should like to know whether at question time a long speech like this is permissible?

Mr. President: It is not permissible, but there are special occasions when a little latitude may be allowed.

Maulvi Muhammad Yakub: I did not want to make a speech, but as the Honourable the Finance Member made a remark, I had to reply to him and tell him that we do not act upon anonymous letters, and that we act on certain information which we get, and that it is natural that that information may sometimes be somewhat exaggerated or incorrect. However, I am very thankful to him for the promise which he has made, and I hope that he will kindly look into the matter and supply the information to the House as early as possible.

The Honourable Sir George Schuster: I have already looked into the matter, and I will supply the fullest possible information to the Honourable Member.

PROBATIONARY PERIOD OF RECRUITS OF THE SUPERIOR REVENUE ESTABLISHMENT OF STATE RAILWAYS.

702. ***Mr. Jagan Nath Aggarwal:** (1) Will Government be pleased to state:

- (a) if the period of probation of recruits to the Superior Revenue establishment of State Railways Transportation (Traffic) and Commercial Departments before 1926 was two years; and
- (b) if the period of probation has since 1926 been increased from two to three years?

(2) If the replies to parts (a) and (b) above are in the affirmative, are Government prepared to consider the question of reduction of the probationary period? Is it not a fact that regular training is now given by the Railway Staff College which did not exist in the past?

Mr. A. A. L. Parsons: 1. (a) and (b). Yes.

2. The period of training was given careful consideration when the regulations under which recruitment is now made were framed, and it was decided that provision should be made for a course of training extending over three years, including courses of instruction at the Railway Staff College and in area schools.

Government are alive to the desirability of utilising the services of probationers in working posts as early as practicable, and the question of reducing the probationary period is already under examination.

RAILWAY PASSES OF JUNIOR GAZETTED RAILWAY OFFICERS.

708. ***Mr. Jagan Nath Aggarwal:** (1) Will Government be pleased to state:

- (a) if it is a fact that the gazetted officers of the Indian State Railways have hitherto enjoyed the minimum privilege of having a permanent pass for free travel for themselves and their families over their home-lines;
- (b) if it is a fact that such a pass can be used only by an officer holding it and not by his family alone and therefore its use by him outside his section is restricted only to the period for which he can get leave;
- (c) if it is a fact that such a pass saves considerable time, labour and money which would otherwise be necessary for issue of check passes; and
- (d) if it is a fact that it is now contemplated to deprive the junior officers, now mostly Indians, of this long-established privilege?

(2) If the answers to parts (a) and (d) above are in the affirmative, will Government be pleased to give reasons for the contemplated change?

(3) Are Government aware that such withdrawal of privileges is causing serious discontent among the Indian employes of State Railways who are mostly affected by the change and are Government prepared to consider the retention of such privileges?

Mr. A. A. I. Parsons: (1) (a). Gazetted officers of the State-managed railways have hitherto been allowed metal passes entitling them and their families also, if accompanying them, to travel free on the home line.

(b) Yes, but when an officer is proceeding on leave, he is ordinarily required to surrender his metal pass.

(c) I would not say that the saving in time, labour and money is considerable.

(d) The proposals under consideration contemplate a restriction in the issue of metal passes to officers of and above the rank of Deputy Heads of Departments, officers below that rank being given card passes for themselves.

(2) The reasons for the contemplated change are the possibility of a metal pass being used by a person not entitled to it and the necessity for restricting the number of metal passes issued, as it was found that a large number of those issued had been lost.

(3) The answer to the first query in this part of the question is in the negative. For the reasons given in my reply to part (2) of the question, the reply to the second query in this part of the question is also in the negative.

RAILWAY PASSES FOR ANGLO-INDIAN AND INDIAN UPPER SUBORDINATE RAILWAY STAFF.

704. ***Mr. Jagan Nath Aggarwal:** Will Government be pleased to state if the European and Anglo-Indian upper subordinate railway staff enjoy more liberal privileges in the matter of passes such as special Christmas passes, occasional passes, and institute passes than their fellow Indian upper subordinates?

Mr. A. A. L. Parsons: The free pass rules of the Eastern Bengal, East Indian, Great Indian Peninsula and North Western Railways do not show any discrimination between European and Anglo-Indian upper subordinates on the one hand and Indian upper subordinates on the other, in the matter of special Christmas passes, occasional passes and institute passes. Copies of the free pass rules of other railways are not readily available, but if the Honourable Member will let me know whether his question has reference to any other railway, I will have enquiries made and will let him know the result.

A WASTEFUL PURCHASE ON THE MADRAS AND SOUTHERN MAHRATTA RAILWAY.

705. ***Mr. B. Rajaram Pandian** (on behalf of Mr. P. G. Reddi): (a) Has the attention of Government been drawn to an article entitled "Yet another Expert" in its issue of the 30th September, 1930, of the *Indian Railways Magazine*?

(b) Is it a fact that in the Madras and Southern Mahratta Railway a gas producing plant was purchased in 1915 and left unused for nearly ten years?

(c) Is it a fact that when it was put into use it was found to be unworkable and treated as scrap?

(d) Will Government be pleased to state the amount recovered by the sale of it?

(e) Will Government be pleased to state as to who the officer was that was responsible in causing the loss and if Government have taken any steps to recover any part of such loss from the officer concerned?

Mr. A. A. L. Parsons: (a) Yes. By the Honourable Member's question.

(b) to (e). I am making enquiries and will let the Honourable Member have a reply when the information reaches me.

INTERMEDIATE CLASS FARES ON THE SOUTH INDIAN RAILWAY.

706. ***Mr. B. Rajaram Pandian** (on behalf of Mr. P. G. Reddi): (a) Are Government aware that the difference between the intermediate class fare and the second class fare on the South Indian Railway by ordinary trains is one and a half pies per mile?

(b) Do Government propose to direct the Agent of the South Indian Railway to reduce the intermediate class fares to the level of intermediate class fares on the Madras and Southern Mahratta Railway?

Mr. A. A. L. Parsons: Intermediate class accommodation is provided on the South Indian Railway only on the metre gauge Boat Mails and the fare is 7½ pies per mile. The second class fare on these mail trains is 12 pies per mile for the first 150 miles and 9 pies per mile for additional distances, so the difference is more than 1½ pies a mile.

Government consider that the Agent of the Railway is the best judge of the fare which should be charged. I am having a copy of the Honourable Member's question and of my reply sent to him.

INQUIRIES INTO RAILWAY ACCIDENTS.

707. ***Mr. B. Rajaram Pandian** (on behalf of Mr. P. G. Reddi): (a) Has the attention of Government been drawn to the remarks of Mr. E. B. Robie, Senior Inspector of Railways, in connection with the collision between a passenger train and a motor bus near Dhawar?

(b) With reference to the assurance given by Government in the Assembly in reply to the resolution of Mr. Ghaznavi that they would address the Local Government on the desirability of associating non-officials in all enquiries into accidents attendant with loss of life to the public, will Government be pleased to state whether the views of the Local Government have been obtained? If so, will Government be pleased to lay them on the table?

(c) Are Government prepared to take immediate steps to adopt a procedure similar to that adopted in England in such enquiries?

Mr. A. A. L. Parsons: (a) I think the Honourable Member's question refers to an accident near Dhariwal station on the Amritsar-Pathankot branch of the North Western Railway on 20th June, 1929, and, if so, the reply is in the affirmative.

(b) Local Governments were addressed on the 16th September, 1930, but replies have not yet been received from all of them.

(c) Government do not propose to take further steps than those which the Honourable Sir George Rainy promised to take in reply to the Resolution of Mr. A. H. Ghuznavi referred to in part (b) of this question.

REDUCTION OF THE SALARY OF A CLERK ON THE SOUTH INDIAN RAILWAY.

708. ***Mr. B. Rajaram Pandian** (on behalf of Mr. P. G. Reddi): (a) Has the attention of Government been drawn to an article entitled "Reduced for the sake of uniformity" at page 230 of the *Indian Railways Magazine* in its issue of 1930 October?

(b) Is it a fact that on the South Indian Railway at Madras a graduate clerk appointed on Rs. 35 and who had drawn two annual increments was reduced suddenly to Rs. 32 on the ground that it was later on decided to start graduates on a lower salary?

(c) Are Government prepared to direct the Agent of the South Indian Railway to inquire into such cases and see that later decisions may not prejudice men already in service?

Mr. A. A. L. Parsons: (a) Yes, by the Honourable Member's question.

(b) This is substantially what is stated in the article referred to by the Honourable Member. Government have no other information.

(c) Government do not propose to interfere as the matter is one entirely within the discretion of the Company.

APPOINTMENT OF A PERSONNEL OFFICER ON THE MADRAS AND SOUTHERN MAHRATTA RAILWAY.

709. ***Mr. B. Rajaram Pandian** (on behalf of Mr. P. G. Reddi): Will Government be pleased to state:

- (a) if it is a fact that the Madras and Southern Mahratta Railway has recently appointed an officer called Personnel Officer and, if so, will Government be pleased to state what the special qualifications of this officer are for the post to which he has been appointed; and whether before this appointment he was a Steward on a race course;
- (b) what his pay is and the duties he has to perform;
- (c) whether the Standing Finance Committee for Railways was consulted in the matter of this appointment, and whether this officer is deputed to deal with all cases of appeals from railway subordinates against their discharge or dismissal;
- (d) whether the Agent is the final authority in all such appeals, and whether the appeals have all to be looked into and decided with all his wisdom and experience;
- (e) whether this officer refers such cases back to the very officer against whose orders the appeal is preferred and he is guided by those remarks?

Mr. A. A. L. Parsons: (a) The answer to the first part is in the affirmative; as regards the second part, I have called for information from the Agent, Madras and Southern Mahratta Railway, and will communicate with the Honourable Member on its receipt.

(b) The answer is contained in my reply to question No. 493, asked by Mr. B. Sitaramaraju on the 12th February, 1931.

(c) and (d). The answer to the first part of (c) is that the Standing Finance Committee for Railways was not consulted as the post was created on a purely temporary basis. I have called for the information asked for by the Honourable Member in the second part of (c) and in part (d) of his question from the Agent, and will communicate with him on its receipt.

(e) Government have no information, but will bring this part of the Honourable Member's question to the notice of the Agent, Madras and Southern Mahratta Railway.

FIRING ON A MOB IN PESHAWAR CITY.

710. ***Shaikh Sadiq Hasan:** (a) Will Government be pleased to state if it is a fact that on the morning of the 23rd April, 1930, in Peshawar City the Deputy Commissioner ordered the armoured cars to rush against a perfectly peaceful assembly of citizens, in spite of the fact that the City

Magistrate, K. B. Saadullah Khan assured the Deputy Commissioner that the occasion did not demand the reinforcement of the police or the aid of the military?

(b) Is it also a fact that firing was continued for several hours?

(c) Will Government be pleased to state the number of persons killed and the number wounded as a result of (a) and (b)?

(d) What are the reasons that led them to open fire?

(e) Is it a fact that neither the police nor the military authorities made an attempt to give medical aid to the wounded?

(f) Is it a fact that five Khilafat Ambulance Volunteers with Red Cross badges, who were engaged in taking away the dead and injured persons for necessary attention, were also shot dead without even a warning?

(g) Is it a fact that the officer in charge of the Lady Reading Hospital refused to admit the wounded persons for treatment?

(h) Is it a fact that, after the occurrence, several dead bodies were removed by police and military authorities to an unknown destination?

The Honourable Sir James Crerar: (a) to (e). The Honourable Member is referred to the Report of the Peshawar Disturbances Enquiry Committee, consisting of Suleiman and Panckridge, J. J., in which these points are dealt with.

(f) I have no information that would support the suggestion, but am making enquiries and will give the Honourable Member a reply in due course.

(g) I have no information to this effect. On the contrary the Committee were favourably impressed with the care and attention the patients received in that hospital.

(h) No. I would invite his attention to para. 4, section VIII of the Committee's Report.

Mr. Gaya Prasad Singh: Is it not a fact that Mr. Justice Suleiman, in the course of the enquiry, held that it was the presence of the armoured car and trampling down of some men that accentuated the trouble in Peshawar on that occasion?

The Honourable Sir James Crerar: I do not recollect any passage in the Report which would bear out such a contention.

Maulvi Muhammad Yakub: Was any action taken by the Government of India on the Suleiman Committee's Report?

The Honourable Sir James Crerar: Yes.

Maulvi Muhammad Yakub: Will the Honourable Member inform the House what action was taken by the Government?

The Honourable Sir James Crerar: I shall certainly do so if the Honourable Member will give me notice.

Dr. Ziauddin Ahmad: Did the Government accept the majority report or the minority report?

Dr. A. Suhrawardy: Where was the majority report and the minority report in a committee of two?

The Honourable Sir James Crerar: I do not know what the Honourable Member means by a majority report and a minority report in a committee of two.

Dr. Ziauddin Ahmad: Mr. Justice Suleiman was the Chairman and there were two other members.

Some Honourable Members: Only one other member.

Dr. Ziauddin Ahmad: There were no doubt only two members, but the opinion of Mr. Justice Suleiman, who was also the Chairman, is the opinion of the majority of the Committee.

The Honourable Sir James Crerar: I am aware that the Honourable Member is a distinguished mathematician, but for my part I cannot understand how one in a committee of two can constitute a majority.

Mr. Gaya Prasad Singh: Is it not a fact that Mr. Justice Suleiman held that the firing continued and it was directed towards the housetops for no sufficient reason, for a long time?

The Honourable Sir James Crerar: Mr. Justice Suleiman did make some comments on that point.

Dr. Ziauddin Ahmad: The Honourable Member referred to some enquiries that he had made. Did he make enquiries about the incidents that happened subsequent to the 23rd April?

The Honourable Sir James Crerar: The Committee dealt primarily with the occurrences of 23rd April last.

OCCUPATION OF PESHAWAR BY THE MILITARY FORCES.

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

- (a) the number of times Peshawar was occupied by the military from April 23rd, 1930, to June, 1930, and the duration of each occupation; and
- (b) the number of times and the names of villages and towns adjoining Peshawar which were occupied by the military during the same period?

Mr. J. G. Acheson: With your permission, Sir, I will answer this and the next question together. The information is being obtained and will be communicated to the Honourable Member in due course.

PUBLICATION AND CIRCULATION BY THE INSPECTOR GENERAL OF POLICE OF AN ACCOUNT OF THE PESHAWAR RIOT.

†712. ***Shaikh Sadiq Hasan:** (a) Will Government be pleased to state whether there was any organised refusal on the part of landholders in the North-West Frontier Province to pay taxes since the commencement of the civil disobedience movement?

(b) Is it a fact that after the Peshawar outrages Mr. F. C. Isemonger, Inspector General of Police, published an account of the tragedy and circulated it privately amongst officials and in certain other circles?

†For answer to this question see answer to question No. 711.

(c) If the answer to part (b) is in the affirmative, will Government be pleased to state whether the expenditure for this publicity was met out of Government funds?

(d) In connection with parts (b) and (c) will Government be pleased to state under what rules Government servants are permitted to carry on such propaganda?

Maulvi Muhammad Yakub: Are the Government aware that there is a great deal of agitation in the minds of Indians on the question of the Peshawar atrocities, and, if so, will Government be pleased to furnish this information to the House instead of informing only an individual Member of this House?

Mr. J. G. Acheson: Certainly.

Dr. Ziauddin Ahmad: This is a matter of very great importance, and I should have thought that the authorities in the North West Frontier Province would have consulted the Central Government. I cannot understand what information is being collected.

Mr. J. G. Acheson: The questions asked raise numerous points and contain numerous and grave allegations, which obviously call for very careful enquiry, and I think that it would be improper for me to attempt to answer them without having ascertained the full detailed facts. I hope that the Honourable Member will appreciate that every effort is made to answer these questions in time, but it is not in all cases possible owing to the great pressure which exists.

Sir Abdur Rahim: Does the House understand from the Honourable Member that the Government have not got the information which is asked for in these questions, in their possession at present?

Mr. J. G. Acheson: Not the full information, Sir.

IMPRISONMENT OF MR. PIR BAKSH, AN ELECTED MUNICIPAL COMMISSIONER.

713. ***Shaikh Sadiq Hasan:** Will Government be pleased to state whether it is a fact that Mr. Pir Bakhsh, M.A., LL.B., elected Municipal Commissioner, was asked to furnish security of rupees ten thousand under section 108 of the I. P. C. for moving a Resolution in the Municipality to change the names of Kissa Khani Bazar and Kabuli Gate to "Shahidi Bazar" and "Khuni Gate"? Was he sentenced to one year's imprisonment on his refusal to pay the security?

Mr. J. G. Acheson: This gentleman was required to give security under the provisions of section 108, Criminal Procedure Code. The grounds mentioned were not the grounds on which security was demanded.

DEMOLITION OF A MONUMENT ERECTED BY THE MUNICIPAL COMMITTEE OF PESHAWAR, AND IMPRISONMENT OF MR. ALLAH BAKSH YUSIFI.

714. ***Shaikh Sadiq Hasan:** (a) Will Government be pleased to state whether it is a fact that one Mr. M. Ashiq Husain was compelled, at the point of the bayonet, to demolish a monument erected by the Municipal Committee of Peshawar in memory of the unarmed citizens who were killed by the Military firing?

(b) Will Government be pleased to state the crime for which Mr. Allah Bakhsh Yusifi is undergoing imprisonment?

Mr. J. G. Acheson: (a) The information is being obtained and will be furnished to the Honourable Member in due course.

(b) Mr. Allah Bakhsh Yusifi is under trial for an offence under section 124-A, Indian Penal Code, which is non-bailable.

Maulvi Muhammad Yakub: Did the Government call for any report from the Local Administration of the North West Frontier Province after the events of April last?

Mr. J. G. Acheson: Reports have been called for, arising out of these questions, but as to whether any general report of the nature referred to was called for I cannot answer without notice.

Maulvi Muhammad Yakub: Was any report called for by the Government of India from the Local Administration regarding the events of April last?

Mr. J. G. Acheson: I should have notice of that question.

Sir Abdur Rahim: The Honourable Member mentioned one Allah Bakhsh Yusifi, but the question is with reference to one Ashiq Husain.

Mr. J. G. Acheson: I was answering part (b) of the question.

A SHOOTING TRAGEDY IN PESHAWAR.

715. ***Shaikh Sadiq Hasan:** (a) Is it a fact that during the sitting of the Suleman Inquiry Committee on the 31st of May, 1930, Sardar Ganga Singh, who was going in a *tonga* with his wife and two children, was shot at, and, as a result, both the children were killed and his wife wounded? If the reply is in affirmative, what steps did Government take to punish the person responsible for this outrage?

(b) Is it a fact that Mr. Caroe, the Additional Deputy Commissioner, gave written permission for the two dead children to be taken in a procession to the cremation ground?

(c) Is it also a fact that when the procession was half way to the cremation ground a party of British soldiers opened fire on the processionists killing twelve and wounding twenty-two persons?

Mr. J. G. Acheson: The facts regarding this incident are stated in the reply given to Mr. S. C. Mitra's starred question No. 94 on the 15th July last to which I would refer the Honourable Member.

ALLEGED ILL-TREATMENT OF VOLUNTEERS OF THE KHUDAI KHIDMATGAR MOVEMENT IN CHARSADDA.

716. ***Shaikh Sadiq Hasan:** (a) Are Government aware that the volunteers of the Khudai Khidmatgar movement in the Charsadda Sub-Division of Peshawar district were subjected to inhuman treatment by the police while they were peacefully engaged in picketing liquor shops in August, 1930?

(b) Are Government aware of the allegation that the private parts of some of the volunteers were squeezed by a British officer true? If so, is the allegation true?

(c) If the answer to part (b) is in affirmative, what action did Government take against the said officer?

(d) Is it a fact that a charitable hospital by public subscription was opened under the auspices of the Afghan Jirga under the supervision of Capt. Khan Sahib *ex-I. M. S.*, to render medical aid to the injured volunteers who could not obtain other medical relief?

(e) Is it a fact that section 144, I. P. C., was applied to this hospital and the hospital was ordered to be closed?

(f) Is it a fact that the Assistant Commissioner, Charsadda, while serving a notice on the Afghan Jirga Hospital, gave an undertaking to treat the injured volunteers in the Government Hospital?

(g) Is it also a fact that when 46 wounded Volunteers were removed to the Government Hospital on the 5th August 1930, on the understanding arrived at with the Assistant Commissioner to the effect that they would be treated there, they were turned out of the hospital by Colonel Briery, the Chief Medical Officer, North West Frontier Province who refused to treat them?

(h) Is it a fact that several volunteers of the Afghan Jirga who were injured and were in a precarious condition were declared members of an unlawful assembly and arrested under section 40 of the Frontier Regulation Act and jailed for three years?

Mr. J. G. Acheson: (a) The allegation has been found on enquiry to be entirely unjustified.

(b) There is no truth whatever in this allegation.

(c) Does not arise.

(d) to (g). I would invite the Honourable Member's attention to the reply given by the Honourable the Home Member on the 27th January to question No. 39.

(h) I am enquiring into the facts and will give the Honourable Member a reply in due course.

Shaikh Sadiq Hasan: May I enquire as regards (b) of this question whether the Government have enquired from Mr. Jamieson, Assistant Superintendent of Police, Charsadda?

Mr. J. G. Acheson: Enquiries were made from the Local Administration and the answer is as I have stated.

Sir Abdur Rahim: Is Mr. Jamieson now in India, and is he in office?

Mr. J. G. Acheson: I would like notice of that question.

Shaikh Sadiq Hasan: I would like to ask the Honourable Member whether, if those men who had been so ill-treated were produced before him, he would make enquiries from them?

Mr. J. G. Acheson: I think this question contains an inference.

Dr. Ziauddin Ahmad: Has the Honourable the Foreign Secretary seen the certificate given by Captain Khan Sahib, *ex-I. M. S.*, who treated these patients?

Mr. J. G. Acheson: I will be glad to look into any additional information which may be given by any Honourable Member in connection with any of these allegations.

Mr. Gaya Prasad Singh: May I know by what method the Local Administration carried out this enquiry?

Mr. J. G. Acheson: They carried out a full enquiry by the usual official method.

Mr. Gaya Prasad Singh: Was there any non-official associated in this enquiry, and was it in the nature of a public enquiry?

Mr. J. G. Acheson: This was an enquiry carried out, according to the recognised official methods, by the Local Administration through the proper channel.

Dr. Ziauddin Ahmad: Will Government be pleased to lay all the papers connected with this enquiry on the table of the House?

Mr. J. G. Acheson: I would require notice of that question.

MILITARY BLOCKADE OF VILLAGES IN THE PESHAWAR DISTRICT.

717. ***Shaikh Sadiq Hasan:** (a) Is it a fact that the following villages in the Peshawar District were blockaded by the military for nearly three weeks:

Charsadda, Prang, Babara, Sangi, Utmanzai, Harichand, Mainay, Topaiy, Maghiz, Torder, Manery, Sawabi, Dargai, Yaruhusain, Lulandai, Nowdeh, Kalukhan, Jamalghari and Adena?

(b) Is it a fact that during the blockade in the following villages Shabkadar, Mainay, Marghur, Torder, Manery, Dargai, Yarohusain and Jamalghari the military forces looted the houses, burnt their grain, destroyed household utensils, cut down crops, and carried away the cattle belonging to the villagers?

(c) If so, what action did Government take to (i) punish the soldiers concerned and (ii) to pay compensation to the victims?

(d) Are Government aware that the houses of peaceful inhabitants, including some Numberdars inhabiting the Administered Districts, were burnt to ashes and that no one was allowed to quench the fire?

(e) Is it a fact that amongst the houses set fire to are the houses belonging to (i) Ghulam Mohd. Khan, of Lond-Khwar, Mardan Sub-Division, (ii) Malik Mosam Khan of Takar, Mardan Sub-Division, and (iii) Hasham Gul Khan, of Takar, Mardan Sub-Division?

(f) Is it a fact that many unarmed persons in Takar who came to extinguish the fire set up by the Military with their Machine Guns and Rifles, were wounded and some killed?

(g) Will Government be pleased to state the number of men (i) killed and (ii) wounded?

(h) Are Government aware of a report made about the Takar massacre to the effect that the firing was ordered in response to the shots fired by the public on the soldiers? If so, is the report correct?

(i) Will Government be pleased to state what was the number of casualties on the Government side as a result of the shots fired by the public?

Mr. J. G. Acheson: The information required is being collected and will be furnished to the Honourable Member in due course.

Maulvi Muhammad Yakub: Will the information be laid on the table of the House instead of being sent to an individual Honourable Member?

Mr. J. G. Acheson: Yes.

Mian Muhammad Shah Nawaz: When will it be laid on the table of the House? Approximate time, please?

Mr. J. G. Acheson: As soon as it is received.

Mian Muhammad Shah Nawaz: When do you expect that it will be received?

Maulvi Muhammad Yakub: Not during the present Session of the Assembly.

Mr. J. G. Acheson: It is impossible for me to give the exact date, but I will see that there is as little delay as possible.

Mian Muhammad Shah Nawaz: Will it be given during the present Session of the Assembly?

Mr. J. G. Acheson: I hope so.

APPOINTMENT OF MUSLIMS IN THE SECURITY PRINTING DEPARTMENT.

718. ***Mr. M. Maswood Ahmad:** (1) (a) will Government kindly state whether it is a fact:

- (i) that there is not a single Muslim gazetted officer drawing Rs. 200 and upwards per mensem in the Security Printing Department; and
- (ii) that there is only one Muslim apprentice in the Security Printing and Currency Note Press?

(b) Will Government please state:

- (i) whether these posts are advertised in the leading newspapers of India; if so, in which papers; and
- (ii) the number of Muslims who actually applied for these posts and what their qualifications were?

(c) What steps do Government contemplate taking to see that, when future vacancies occur, the claims of Muslims are not overlooked?

(2) Will Government please state what was the total amount spent on (a) the gazetted officers drawing Rs. 200 and more per mensem of the Security Printing Department, and (b) the apprentices in the Security Printing and Currency Note Press, and out of this amount how much was spent upon the Muslims?

The Honourable Sir George Schuster: 1. (a) (i). Yes. There are only three gazetted officers in the Security Printing.

(ii) Yes.

(b) (i). The practice hitherto has been that vacancies have not been advertised in the newspapers unless several have occurred at one time. and that casual vacancies, which cannot be met by promotion in the establishment, are filled by selection from the long waiting list of applicants. There have been a great number of applicants from all parts of the country.

Ten vacancies in the grades of Junior and Assistant Supervisors were advertised in 1928.

(b) (ii). The number of applicants for the ten posts advertised in 1928 was, in round figures, 6,000, of whom 201 were Muslims.

(c) If suitable educated Muslims are forthcoming when vacancies occur, their claims are duly considered. The Master, Security Printing, is aware of the general orders of the Government of India regarding the employment of members of minority communities.

2. (a) The monthly pay drawn by the gazetted officers is Rs. 6,725.

(b) The monthly pay drawn by the apprentices is Rs. 1,392, of which Rs. 96 is the pay of the Muslim apprentice.

DIWANSHIP OF THE DURGAH KHAWAJAH SAHEB IN AJMER.

719. ***Mr. B. Rajaram Pandian:** (a) Is it a fact that the Diwanship of the Durgah Khawajah Saheb in Ajmer is an office descendable in direct male line of the revered Khawajah Moinuddin Chishty?

(b) Is it a fact that the present Diwan Ale Rasul is not a person in the direct line of the Khawajah but a convert to Islam?

(c) Is it a fact that his geneology as recorded in the Gurgaon revenue records differs from that recorded at Ajmer, where the Khawajah's geneology is recorded?

(d) Is it a fact that Government refused to accord permission to a suit being filed to prove the invalidity of Mr. Ale Rasul's claim to Diwanship and that without such permission no suit can be filed?

(e) Are Government aware that there is great public dissatisfaction with the selection by Government of Mr. Ale Rasul as Diwan because of his not belonging to the Khawajah's family?

(f) Is it a fact that the rival claims of the other members of the Khawajah's family are heard in a court of law and that Mr. Ale Rasul has never gone to court to prove his claim?

Mr. J. G. Acheson: (a) Yes.

(b) No.

(c) Government have no information to that effect.

(d) No.

(e) No.

(f) Government have no information of any proceedings in a Court of Law with regard to Mr. Ale Rasul's title to the Diwanship.

Maulvi Muhammad Yakub: Will it be desirable for the Government to interfere in the internal administration of the shrines to which religious sanctity is attached?

Mr. J. G. Acheson: That seems to me a matter of opinion.

Maulvi Muhammad Yakub: I did not ask for opinion. Is it the declared policy of Government to interfere in the internal administration of the shrines to which religious sanctity is attached?

Mr. J. G. Acheson: I am afraid I should require notice of that question.

INDIAN EMIGRANTS TO THE FEDERATED MALAY STATES.

0. ***Mr. B. Rajaram Pandian:** Will Government be pleased to state:

- (a) the number of emigrants from British India to the Federated Malay States in the years 1928-29 and 1929-30;
- (b) how many emigrants returned to India in 1928-29 and 1929-30 after serving their contracted period;
- (c) how many persons have been detained in the estates of the said Federated Malay States over and above the contracted period;
- (d) whether any complaint has been received as to their detention beyond their contracted period; and
- (e) if the answer to part (d) is in the affirmative, what action Government have taken in the matter?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: With your permission, Sir, I shall reply to questions Nos. 720 and 721 together.

(a) and (b). A statement giving the statistical information asked for in parts (a) and (b) of the two questions is laid on the table. As regards (b), separate statistics of Indian labourers returning from Ceylon or the Federated Malay States are not available, and the figures given in the statement are of deck passengers, the majority of whom are probably labourers who returned from these two countries in 1928 and in 1929. Moreover, it is not clear what the Honourable Member's idea of "contracted period" of service is. Under the relevant laws of the Federated Malay States and of Ceylon any engagement or contract to labour for a period exceeding one month or for more than 30 days' work is void. The presumption, therefore, is that Indian labourers who return to India, do so after completing their contract of service. At any rate, Government have no information to the contrary.

(c) and (d). None.

(e) Do not arise.

Statement showing the number of emigrants from British India to the Federated Malay States, and Ceylon and the number of emigrants who returned to India from those two countries during the years 1928 and 1929.

	Number of emigrants from British India to		Number of deck passengers who returned to India from	
	Federated Malay States.	Ceylon.	Federated Malay States.	Ceylon.
1928	18,343	83,858	64,000	93,596
1929	56,223	58,362	54,000	101,228

INDIAN EMIGRANTS TO CEYLON.

†721. ***Mr. B. Rajaram Pandian:** Will Government be pleased to state:

- (a) the number of emigrants to Ceylon in the years 1928-29 and 1929-30;
- (b) how many returned to India in the said period after serving their contract;
- (c) how many have been detained beyond their contracted period against their wish;
- (d) whether any complaints have been received from the emigrants so detained; and
- (e) if the answer to part (d) is in the affirmative, what steps do Government propose to take in order to meet their grievances?

BRITISH OFFICERS EMPLOYED IN THE NEGAPATAM AND DHANUSHKODI QUARANTINE CAMPS.

722. ***Mr. B. Rajaram Pandian:** Will Government be pleased to state:

- (a) how many British officers are employed in Negapatam and Dhanushkodi Quarantine Camps;
- (b) whether they have received any complaints from the emigrants regarding their treatment in the said Camps; and
- (c) whether they propose to take any steps to remedy the defects?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: (a) There is no Quarantine Camp at Negapatam. The Honourable Member presumably refers to the place of accommodation at Negapatam established for Indian emigrants under rule 31 of the Indian Emigration Rules, 1923,

†For answer to this question, see answer to question No. 720.

and the Ceylon Government Quarantine Camp at Mandapam. The staff at Negapatam is entirely Indian and that at Mandapam, partly Indian and partly Ceylonese.

(b) None.

(c) Does not arise.

DISCRIMINATION IN THE APPLICATION OF QUARANTINE REGULATIONS.

723. *Mr. B. Rajaram Pandian: (1) Will Government be pleased to state:

(a) whether the Quarantine Regulations are applied to the third class passengers;

(b) whether the said Regulations are applied to the first and second class passengers; and

(c) if the answer to part (a) is in the affirmative, and part (b) in the negative, will Government be pleased to state the reason why?

(2) Will Government be pleased to state if they propose to consider the advisability of doing away with the discrimination in regard to the application of the Quarantine Regulations for third class passengers and for first and second class passengers? If not, why not?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: I presume that the Honourable Member is referring to the regulations framed by the maritime Local Governments under section 6 (1) (p) of the Indian Ports Act, 1908. Those regulations are applied to all classes of passengers, and the only discrimination made in them is that the Port Health Officer is required to disinfect the clothing, bedding and other articles of third class passengers which he considers infected, and is empowered to do the same, if he thinks fit, in the case of passengers of higher classes. The question of revising the regulations is under consideration.

INCLUSION IN THE CENSUS OF EMIGRANTS FROM BRITISH INDIA.

724. *Mr. B. Rajaram Pandian: Will Government be pleased to state:

(a) if they propose to include in the next Census Report the emigrants from British India?

(b) if the answer to part (a) be in the affirmative, what steps do Government propose to take to include them in the Census Report? If not, why not?

The Honourable Sir James Crerar: (a) Yes, in so far as figures are available.

(b) The Secretary of State for India has already been asked to obtain particulars of all persons of Indian birthplace resident in the United Kingdom and in British possessions.

No particulars will be available of Indians who emigrate to countries outside the United Kingdom and British possessions.

Internal emigration to States within the Indian Empire will be shown in Table VI.

VISIT OF BRITISH ROUND TABLE DELEGATES TO INDIA.

725. *Mr. B. Rajaram Pandian: (1) Will Government be pleased to state:

- (a) if their attention has been drawn to a London cable published in the *Hindustan Times*, dated February the 14th, under the title "British Delegates Visiting India Shortly";
- (b) whether arrangements for the despatch of the said Delegation to India is complete;
- (c) the constitution and personnel of that Delegation; and
- (d) the time of their arrival, and the duration of their stay in this country?

(2) Will Government be pleased to state if they propose to select Members from the Central Legislature to meet the British Delegation to collaborate in their work in connection with the future constitution of India? If yes, when? If not, why not?

The Honourable Sir George Rainy: (1). (a) Yes.

(b) to (d) and (2). I would refer the Honourable Member to the reply which I gave to Rai Bahadur Sukhraj Rai's starred question No. 580.

UNSTARRED QUESTIONS AND ANSWERS.

RAILWAY OFFICERS' REST HOUSE AT SIMLA.

233. Mr. Jagan Nath Aggarwal: (a) How long has the Railway Officers' Rest House at Simla been in existence?

(b) Is it a fact that, since 1924, Indian Railway officers have been making use of it in increasing numbers in summer?

(c) Is it a fact, that for the last three years or so the Railway Board has appropriated some of the suites of rooms and their use by the said Railway officers is not permitted?

(d) Is it a fact that preference is given to European officers for the use of the remaining suites of rooms?

(e) Will Government be pleased to lay on the table a statement of the names of railway officers (including those belonging to the Indian Audit and Accounts Service) who applied to the A. T. O., Simla, in the summers of 1929 and 1930 for the use of the said suites of rooms, but were not allowed?

Mr. A. A. L. Parsons: There is no record of the number or names of officers who used this Rest House. It was built in 1921. During the Summer of 1929 one suite of rooms on the ground floor was occupied by the Central Standards Office, and during the Summer of 1930 the whole of the ground floor. No preference is given to European officers in the use of the available accommodation.

PROVISION OF A BATHROOM FOR THIRD CLASS PASSENGERS AT PHULERA RAILWAY STATION.

234. **Mr. Gaya Prasad Singh:** (a) Is it a fact that Phulera Railway Station is the junction for the Bombay, Baroda and Central India Railway, and the Jodhpur-Bikaner Railway; that three railway lines pass through it, with an immense volume of passenger traffic; and that passengers have to take their bath and food before changing trains?

(b) Are Government aware that there is no enclosed bathroom for third class women passengers, and they are put to great trouble and inconvenience on this account?

(c) Is it a fact that separate bathrooms for third class women passengers are provided at Ajmer, Achnera, and other junction stations?

(d) Do Government propose to see whether it is possible to provide a bathroom for third class passengers at Phulera station, where they can take their bath in privacy?

Mr. A. A. L. Parsons: The information is being collected from the Railway Administration and will be supplied to the Honourable Member in due course.

APPOINTMENT OF MUSLIMS AS FOREST OFFICERS IN THE PUNJAB AND THE NORTH WEST FRONTIER PROVINCE.

235. **Khan Bahadur Haji Wajihuddin:** With reference to the statement showing the Muslim Imperial Forest Service officers serving in various provinces in the Forest Department in India furnished by Government in reply to starred question No. 450 (Volume III, Part No. 6, page 537), asked by Khan Bahadur Mukhdum Sayyid Rajan Bakhsh Shah on the 11th September, 1928, do Government propose to give effect to their general policy in connection with redressing communal inequalities, and take steps to bring about a due proportion of increase in the number of Muslim officers in the superior Forest Service in the Punjab, and North West Frontier Province, in which the numerical strength of Muslims is 56 and 95 per cent., respectively?

The Honourable Khan Bahadur Mian Sir Fazl-i-Husain: The attention of the Honourable Member is invited to the concluding portion of the reply given in this House to Haji Chaudhury Muhammad Ismail Khan's question No. 291 on the 28th January, 1929. As then stated, the principle of redressing communal inequalities is applied to an all-India service as a whole and not to the cadres of such a service in individual provinces. As a matter of fact, however, the number of Muslim members of the Indian Forest Service in these two provinces has increased from 3 in 1929 to 5 in 1930.

BILL. PASSED BY THE COUNCIL OF STATE LAID ON THE TABLE.

Secretary of the Assembly: I lay on the table a Bill to amend the Indian Reserve Force Act, 1888, for certain purposes, which was passed by the Council of State on the 24th February, 1931.

MESSAGE FROM THE COUNCIL OF STATE.

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

"I am directed to state that the Council of State has, at its meeting held on the 24th February, 1931, agreed without any amendments to the following Bills which were passed by the Legislative Assembly at its meeting held on the 2nd February, 1931, namely,

1. A Bill further to amend the Indian Income-tax Act, 1922, for a certain purpose,
2. A Bill further to amend the Indian Territorial Force Act, 1920, for a certain purpose, and
3. A Bill further to amend the Auxiliary Force Act, 1930, for a certain purpose."

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

DEMAND No. 1—RAILWAY BOARD—*contd.*

Representation of Muslims in Railway Services—contd.

Mr. President: The House will now resume further consideration of the motion moved by Mr. Anwar-ul-Azim.

Sir Abdur Rahim (Calcutta and Suburbs: Muhammadan Urban): Sir, I wish to say a few words on this question. The matter has been fully discussed, but apparently some misunderstanding has arisen as regards certain aspects of the question under discussion. I would not have intervened in the debate at all but for the fact that this is a matter to which great importance is attached by my community, and I believe also by the other communities concerned and further an allusion was made by Mr. Ranga Iyer to a passage in the minute of dissent which I wrote in the Public Service Commission of 1913. There are two aspects of this question, both equally important. One is administrative, and the other is political, but both the aspects are inter-connected. Speaking on behalf of the Independent Party and, I venture to think on behalf of my community, the Muhammadan community, there is no desire on our part to suggest any measures or to urge upon the Government to adopt any policy which would reduce the efficiency of the railway service or of any other service for the matter of that. We are as anxious as the Government Benches or my other friends to maintain and, if possible, to enhance the efficiency of the public services. So far as that is concerned, there can be no two opinions, but the question has also an important political aspect and I must say an important economic aspect as well. The railways and other Departments of the Government are large employers of educated labour, if I may use that phrase. In this country one of the most pressing political problems has been to find careers for the educated men of the country. We know how narrow, and tragically narrow, are the opportunities of our educated men—Hindus, Muhammadans and all the others. In other countries many and varied careers are open to them. But here the

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opportunities for the exercise of such talents as the country possesses are very very limited indeed, and certainly the public services do afford a career which is not to be slighted or despised by anyone.

Sir, we have heard a great deal about people hankering after the so-called loaves and fishes. I for one must submit that that is not a thing to be despised. I do not think any section of the people can afford to despise the loaves and fishes of office, as they are called. Sir, loaves and fishes are quite nourishing, and I would add thereto meat and honey. Sir, it is quite natural—and I think it is now recognized by everyone—not only by Government but by the others—that the different sections of the people in this country should be represented and should be given chances of careers in the different public services, including the railways. As regards the method of recruitment, there is also a very important matter. The Honourable Member, speaking on behalf of the Nationalist Party, quoted a passage from the minute of dissent which I wrote in the Report of the Public Service Commission. Sir, at that time, as everybody is aware, the question that loomed large in the political circles in India was that of simultaneous examinations for the Indian Civil Service. That was the political question which exercised the minds of the foremost politicians in this country, and the Congress strongly advocated simultaneous examinations, and I in the Public Service Commission supported that demand—not that I believed that competitive examination was the only method or even the best method of securing the most efficient men for the public services, but because it was necessary to break a monopoly and to start Indianization of the civil services in the country. At that time it was not advisable, nor was it prudent, to raise any communal question. Sir, the policy that was adopted then by the Public Service Commission has resulted in the way some of us had anticipated. Now that we have adopted a policy of Indianization as a definite scheme for recruitment to the public services of the country, all those questions regarding competitive examination, partial competitive examination and selection are relegated to a more or less subordinate place. So far as the railways are concerned, there is still a monopoly. It is a monopoly of men of two races, and all Indian communities, the Muhummadans as well as the Hindus, desire that there should be no further monopoly, and I think it is fully admitted by the Government that the Indian communities should be admitted largely in the future into the railway administration. That being so, the Muslim community, as an Indian community, naturally desires that, subject to the considerations of efficiency and educational qualifications, they should also have a career in the railway service. That is a natural demand. Naturally, also those who now hold a monopoly must be prepared to give way to a great extent. Otherwise there is no room for the educated Indians—properly qualified, technically qualified men, for service in this Department—there is no room for a sufficient number of them. It is time that that question, I venture to think, ought to be approached, and I believe is being approached by the Government in that spirit. So far as the general position is concerned, I believe also that there is general agreement throughout the country and on the part of Government as well. A formula has been adopted by the Government of India, that whatever tests are employed for the recruitment of suitable officers, care has also to be taken to redress inequalities. That is one

formula. I find that the Round Table Conference, with only two dissentients, has adopted another formula, but it really comes to the same thing, that there should be fair and adequate representation of different communities with due regard to considerations of efficiency and the necessary educational qualifications. I am quoting from memory, but I believe that is the purport of it. There is no real difference between the two formulæ. Then, Sir, so far as my information goes, I believe the leaders of the Congress also are inclined to adopt the formula. I know that at least in the province of Bengal, where the question has been acute for some time past, the late Mr. C. R. Das, whose memory is still cherished by both communities as that of a great political leader of India, had no hesitation whatever in adopting a formula of that character; and its magic effect on the politics of Bengal was evident to all who took any interest in the matter.

Sir, in this House also, as I have said, there is a general agreement, and if I understood my Honourable friend Mr. Ranga Iyer correctly, speaking on behalf of the Nationalist Party, he said that he did not desire to oppose the demand of the Muhammadans as made in this motion. That being so, we are now in a much better atmosphere. At one time there was a great deal of misconception and heart-burning, but now, I am happy to say, this one great difficulty in the way of India's political advance has been removed. Sir, we have all been very pleased with the assurance given by the Leader of the House, who is also in charge of Railways, that whatever instructions have been given by the Government or the Railway Board with reference to this matter have to be carried out without any further delay in the spirit in which those instructions were issued. He has made no bones about it; he has made it evident that hitherto proper action has not been taken of a practical nature and he has, I believe, undertaken to take steps at once to see that these instructions are carried out without any delay. How they are to be carried out is a matter of proper method and machinery. There can be no doubt, however, that some responsible officer has to be deputed to make proper inquiries into the position. But that is not enough. The Muslim community, though keenly interested in the question, has not itself been taking the necessary steps to see that the railway authorities and the Government are properly in possession of the facts of the situation; and even the candidates do not take the necessary measures by which to get their claims properly considered. I suggest for the consideration of the Honourable the Railway Member that it would be desirable to take further steps in order to advertise these vacancies and to draw the attention of the college and University authorities to the matter giving them information when vacancies occur, and at the same time to associate in the work of selection certain representative Mussalmans. It does not seem to me very material how many of them are going to be officials or non-officials, but with definite instructions to a committee of that character I think many of the difficulties that are in the way will be removed. I take it that for the rest it will depend upon the leaders of the community concerned to see that properly qualified candidates are forthcoming. I agree with those who have said emphatically that there is no real lack of candidates. I have considerable experience of this matter in Bengal. I know that the officers of Government were very much under the belief that properly qualified candidates were not available for certain Departments. I admit that they were not as numerous as the candidates belonging to

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other communities, but there were quite a sufficient number when Government made definite efforts laying down that they were going to give a chance to a certain number of Muslims in the different services, they found as a matter of fact that very good qualified candidates were available. I believe that will also be the experience of the Railway Department if they take the necessary steps.

Sir, the question raised now relates only to Muslim representation, but it is allied with the question of representation of other communities as well. And I for one do not plead for any special advantages for the Muhammadans. The question of special advantages for the Muslim Community, so far as the Railway services are concerned, does not arise, because from the figures that we have been supplied with by the different Honourable Members, it appears that their position at present is so miserable in the Railway Department that a great deal has to be done before their position in the railway service is properly secured. And I wish, so far as I am concerned, speaking on behalf of my party, to assure the other communities concerned, that they will have all our help in seeing that they also are properly represented in the railway services.

Sir, I do not think that I can usefully add more to the discussion that has already taken place. Having regard to the general agreement that prevails in the House, I do not think it is necessary—and if I may suggest to my friend Mr. Anwar-ul Azim—it is not necessary to press this motion to a division. And I do hope that my Honourable friend, Sir George Rainy, will once again tell the House and make it perfectly clear what the policy of Government is in this matter and the steps they have taken and are going to take in order to carry out the policy which they have in view.

The Honourable Sir George Rainy (Member for Commerce and Railways): I do not know, Sir, whether the Honourable Members fully appreciated what a remarkable day in the history of this House yesterday proved to be, for I cannot recall any occasion on which the power of eloquence to change votes was more conspicuous. I am sure that my Honourable friend Dr. Ziauddin would not claim that his second representation of the arguments that he had used in the first discussion on retrenchment weighed with the House when it decided to reverse, to all intents and purposes, the decision arrived at on the previous day; and therefore I must attribute the change of feeling mainly to the speeches of my Honourable friend Mr. Misra and my Honourable friend Mr. Sitaramaraju who moved the cut. Another remarkable effect of eloquence was shown when the speech of my Honourable friend Mr. Anwar-ul-Azim so powerfully affected my Honourable friend Mr. Ranga Iyer as to convert him, at least temporarily, from what I may call a pallid uniformitarian to very nearly a full blooded communalist. I may say, Sir, that I cannot recall that the eloquent speeches made by any of the distinguished men who have been in this House, either the late Pandit Motilal Nehru, Pandit Madan Mohan Malaviya or Sir Malcolm Hailey, were able to produce quite such startling results.

Mr. President, we have had a long and interesting discussion on the cut which is now under consideration, and I do not know that it is necessary for me to speak at great length, but I will try as far as possible to put what I have to say in a clear and succinct form. My Honourable friend Mr. Hayman has dealt with the facts and figures so far as that was

necessary, and I will not attempt to go over the same ground again. Perhaps the most convenient method of approach will be to take the five points that were put by my Honourable friend, Maulvi Muhammad Yakub, at the interview I had with the Muhammadan deputation and say what I have to say about each of them. But before I do so, I should like to record my appreciation of what fell from the last speaker, my Honourable friend Sir Abdur Rahim. He was in a position to speak from a greater practical experience of the difficulties which Governments are faced with on a question of this kind, and his advice and his suggestions are, for that reason, particularly valuable and I can assure him that everything he said will have my fullest consideration.

One general question of policy arises from the first point put by my Honourable friend, Maulvi Muhammad Yakub, because his point was that the term "minority community" should be abandoned and the representation of the Mussalmans treated separately from that of the minorities communities in India. That would involve a change in policy, and Honourable Members can judge for themselves whether, at a time when the question how such matters should be handled under the new constitution has been fully discussed at the Round Table Conference and will no doubt be discussed again, it would be proper to initiate a change in policy. Incidentally I would draw my Honourable friend's attention to the fact that the name of the Committee which considered the matter at the Conference was the "Minorities Committee". I think my Honourable friend will appreciate that it is not possible for Government at this stage to think of proclaiming a different policy from that which has already been declared.

Maulvi Muhammad Yakub (Rohilkund and Kumaon Divisions: Muhammadan Rural): But we want a change of heart.

The Honourable Sir George Rainy: It is hardly possible to do that now, and in addition to that, Sir Abdur Rahim made it perfectly clear that, so far as he was concerned, whatever he claimed, he claimed on behalf of other minorities as well as on behalf of the Mussalmans. I will not discuss the question, which has already engaged the attention of the House this morning, as to when a minority is not a minority. What I am anxious about is that we should in the Railway Department fully carry out the declared policy of the Government. That is the first thing we have to do. In the Railway Department we are not responsible for laying down the policy; we are responsible for carrying it out, and if any words of mine have at any time conveyed the impression that, while I was prepared to consider the question of Muslim representation, I was not prepared to consider the representation of other communities, then I very much regret it, because that was not at all my intention. The reason why Muslim representation occupies a larger place perhaps in public thought and in the public mind than that of other communities is due to the enormous size of the community and the fact that it extends all over India. But the same principles which are applicable to its representation in the public services are clearly applicable to other communities also.

Mr. C. S. Ranga Iyer (Rohilkund and Kumaon Divisions: Non-Muhammadan Rural): In this connection—if I may interrupt—I am very unwilling to interrupt the Honourable the Leader of the House—may I suggest that in the Administration Reports in respect of "other communities", they will also show the representation of the Sikhs in future?

Mr. K. Ahmed (Rajshahi Division: Muhammadan Rural): How can the Honourable Member suggest that?

Mr. C. S. Ranga Iyer: I am suggesting with the permission of the Honourable Member.

Mr. K. Ahmed: No, you cannot, under the Rules and Standing Orders.

The Honourable Sir George Rainy: I should be quite prepared to consider that. I do not know what the reason is why the Sikhs are not shown separately. I think the form of statistics was settled in consultation with the Central Advisory Council.

The Revd. J. C. Chatterjee (Nominated Non-Official): May I ask the Honourable Member if he is going to show the Sikhs under a separate head, the Indian Christians also, who are larger in number than the Sikhs, may also be shown under a separate head?

The Honourable Sir George Rainy: My Honourable friend will see that he has opened the sluice gates, and I shall not be responsible for the floods that may pass through. I am quite prepared to consider the matter, and if any change is decided to be made, it should, I think, be made after consultation with the Central Advisory Council.

The second point put by my Honourable friend, Maulvi Muhammad Yakub, was that whereas, when you are dealing with an all-India service you can fix a uniform percentage, namely, that one-third of the vacancies should be reserved for redressing communal inequalities, when you are dealing with a particular railway system that may or may not be an appropriate method. If for instance if one-third was the proper proportion of appointments to be reserved on the South Indian Railway, a wholly different proportion might be suitable for the North Western Railway. When that was put by the deputation, I at once said that I would ask the Railway Board to examine it and to see what could be done. I do not propose to hold up orders we proposed to issue, because that is one way of not making progress, namely, to hold up orders because they are only the second best on the hope of getting something better later on. But I will examine the question and I appreciate the force of what my Honourable friend has urged.

Now, I come to the fourth point which he took, leaving for the moment the third point. He wants two Mussalmans of proved ability and strong character to be appointed as Deputy Agents Personnel. That is a matter which I shall consider; but until I have before me the recommendations of the Railway Board, I cannot commit myself finally about it. What I do appreciate very much is the importance of removing any impression that particular communities are handicapped from any personal considerations, and I am anxious about that, not because I believe that the Personnel Officers of the railways are in fact unfairly influenced by considerations which should not influence them, but because unfair impressions about that get abroad, and these impressions I should be glad to remove. The same considerations apply also to the fifth point which was that efforts should be made to place Mussalmans in the posts of Office Superintendents, or Head Clerks in the offices of the Divisional Superintendents. That

is a matter again in which I shall have to wait the considered recommendations of the Railway Board. But there is another matter I should like to deal with, which is not directly raised in any of the points of my Honourable friend, Maulvi Muhammad Yakub and it comes up in this way. My Honourable friend, Sir Abdur Rahim, mentioned that fact that officers in Bengal were at one time under an impression that there were no suitable recruits of a particular community to be found, and taking that for granted, they went on with the time-honoured methods of recruitment. But when suitable steps were taken to put them in touch with the community concerned, it was found that there were recruits suitable in every way. Now, that is precisely the point about which I am most anxious. I am quite certain that no Member of this House would advocate the appointment of members of a particular community who were clearly not suitable, merely because they belong to that community. But the impression left in my mind by all I have seen of our recent inquiries is that sufficient care and attention have not been given to putting the recruitment officers in touch with the communities concerned, and in particular with the Muslim community, so that suitable recruits might have been appointed who have never come to notice at all. Advertisement is undoubtedly a very important method of preventing that sort of thing, and I believe the formation of committees, in which the heads of educational institutions might well be included, would be a very useful method indeed. This is what I regard as the most important point of all, namely, that we should make arrangements that the officers or committees with whom the selection of candidates lies should be in a position to get all the information possible about candidates from communities inadequately represented. I believe a very great deal can be done in that way. Now I come to the third point raised by my Honourable friend, Maulvi Muhammad Yakub, namely, that two Muslim officers, not below the rank of a Divisional Superintendent, should be placed on special duty for not less than five years to make inspection of offices and supervise recruitment. My Honourable friend, Mr. Parsons, two days ago, in reply to a question said that Government had decided to put two officers on special duty. But something has happened since then. How does

12 NOON. my Honourable friend, Maulvi Muhammad Yakub, propose I should pay for these officers? Must I not assume that he acted from a high sense of public duty, and that in his opinion retrenchment must come before everything else. When he delivered that eloquent speech to which we listened yesterday, and when his convictions drew him into a lobby different from that in which I found myself. . . .

Maulvi Muhammad Yakub: We wanted to curtail luxuries and not necessities.

The Honourable Sir George Rainy: Two officers on special duty of the rank of Divisional Superintendents might cost about Rs. 48,000 a year, and my Honourable friend has reduced, or has co-operated in reducing, the demand for the Railway Board by just double that sum. I would remind my Honourable friend that this House cannot speak with two voices. If it is the desire of the House that economy in the Railway Board should come before everything else, then I am afraid there is a danger that they may have to sacrifice other objects; and if some Members at any rate have these other objects more at heart the moral of the story is that they should not be too readily led astray by the seductive eloquence which

[Sir George Rainy.]

they hear from the Benches immediately to their right. If they do, the results would be other than those they intended. In all seriousness, Sir, I am bound to take this matter up. I have to consider what is to be done about this cut which has been passed. Undoubtedly we must attach great weight to the views expressed by the Legislative Assembly, and there may be a very real difficulty about finding the money to place these two officers on special duty.

Maulvi Muhammad Yakub: I say, retrench luxuries.

The Honourable Sir George Rainy: My Honourable friend may be sure that all relevant considerations will be taken into account. But it is a problem which has been raised for me by the action of the Assembly itself and one which I cannot avoid. If it proves to be impossible to appoint these officers, no one will regret it more than myself. But I was bound to draw the attention of the House to the position which has arisen, lest I should be accused subsequently of not keeping faith.

I think that concludes what I have to say on this important question. It is my most full intention to take such steps as are possible to carry out the declared policy of Government as regards this question of securing adequate representation for minority communities.

Mr. Muhammad Anwar-ul-Azim (Chittagong Division: Muhammadan Rural): Mr. President, I do not think that it is at all necessary for me to go *seriatim* into all the remarks that have fallen from all sides of the House. I do not think we have advanced much on any side or in any matter. In this connection, the only redeeming feature to be noticed is this, that perhaps some of the non-Muhammadan communities living in this country represented here have appreciated the real difficulties under which Muslims are placed, and for this they deserve our hearty thanks.

I had the privilege of listening to what fell from the Staff Member of the Railway Board yesterday. I paid a very great attention to it. I also had the privilege of listening to what fell from the Honourable the Leader of the House. The result may be translated into the Bengali proverb "*Jei timiré sayee timiré*" which means that we are in the same darkness now as we were in before. Mr. President, I shall not dilate on this matter any more; I think I shall take the wise counsel of my esteemed friend the noble Leader of the Independent Party, Sir Abdur Rahim . . .

Mr. K. Ahmed: Carry it; that would be a good answer.

Mr. Muhammad Anwar-ul-Azim: . . . and not press this motion to a division, though I am certain that my motion would be carried.

In concluding, I will just say these few words and finish. We Muslims are not satisfied that the undertakings given by Government, as stated in Mr. Hayman's speech, will satisfy our needs and bring about proper representation of our community in the railway services, and particularly in the better paid appointments of the subordinate services. But in view of the fact that Government do propose to take some practical steps, as instanced

by the following undertakings, I wish to withdraw my motion. The undertakings to which I wish to draw their particular attention are in this order:

- (1) That Government will appoint forthwith two officers to look after the interests of Muslim recruitment (Laughter from the Government Benches) and that they will not be taken away from the posts until Muslims have up to their proper representation;
- (2) That Muslims will be appointed to the posts of Appointment Officers without delay;
- (3) That Muslim officers will always be required to serve on selection committees when recruitments are made to the subordinate services, even when it is necessary to co-opt one or both of the special officers who are now to be appointed;
- (4) That Government will consider, without delay, the question of appointing a committee for each railway, on which non-official representatives will serve, and that Muslim representatives will have an adequate number of seats on those committees; and lastly,
- (5) That Government will appoint qualified persons of all communities, including Muslims, in intermediate grades of the subordinate establishments in order that Muslims might in the near future obtain proper representation in the upper subordinate grades.

With these words I beg leave of the House to allow me not to press the motion to a division.

Mr. President: Do you wish to withdraw it?

Mr. Muhammad Anwar-ul-Azim: Yes.

Mr. President: The Honourable Member wishes to withdraw his motion. Is it your pleasure to allow him to do so?

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

Mr. Muhammad Anwar-ul-Azim: I do not move No. 8.*

Railway Administration.

Mr. C. S. Ranga Iyer: Sir, the next motion which stands in my name is of a Rs. 100 cut under general administration, and I should like to bring under this certain specific facts that have been brought to my notice which not only affect the Railway Administration and its efficiency but also its finances. Sir, more than four years ago the High Commissioner for India recruited a certain number of young civil engineers for service....

The Honourable Sir George Rainy: May I ask which cut he is moving or if he is moving a cut at all because I am completely in the dark?

Mr. President: He is moving cut No. 9. (Railway Administration.)

Mr. C. S. Ranga Iyer: . . . and I am just bringing certain general complaints. A certain number of young civil engineers were recruited for service on Indian railways temporarily on a three years contract.

*"That the Demand under the head 'Railway Board' be reduced by Re. 1. (Lack of supervision over the Company-managed railways.)".

[Mr. C. S. Ranga Iyer.]

The advertisement calling for applications issued by the High Commissioner, I believe with the consent of the Government of India, also stated that the appointment was of a temporary character, but that there was every probability of the selected officers imported into the engineering service, on satisfactory service during the temporary service, being confirmed. No doubt this was not a guarantee for permanency, but I believe hope was held out by the Government to the candidates, and the hope held out was as good as an assurance. And, Sir, further facts have been brought to my notice by some representatives who have gone into this question, that these young men took the hope held out to them as an assurance. Whether they were justified in taking that hope as an assurance is a matter for the Railway Board to think about. These young men served on Indian railways for the period of their contract, and their services, I understand, were satisfactory. I also understand, Sir, that their services were extended for a further term on increased salary, and on the expiry of that term, these young men were asked to make room for new recruits, and this in spite of the fact that the Chief Engineers of the railways concerned highly appreciated the services of these young men and strongly recommended their confirmation. I should like to know on this matter whether my statement is correct. In some cases. I gather, the Chief Engineers wrote about these young men in somewhat flattering terms. Besides the injustice done to these young men, there is a graver issue which has to be considered. When I use the word "injustice", I use it without meaning any offence to any one, but these young men feel it to be an injustice, and it is for the Honourable the Railway Member to throw more light on this matter. These young men were trained and got experience of railway work at the expense of the taxpayer—that is one of the arguments that has been put to me—and they are now denied the advantage of service, their training and their experience being practically thrown away. If these facts are correct, Sir, it is an economically unsound policy. The railways are a commercial Department of the Government, and the Honourable the Commerce Member has been telling us that it should be run on commercial lines.

Sir, another aspect of the question that I want to bring to the notice of the Honourable the Commerce Member is in regard to certain difficulties that exist in England in regard to young men from India in the engineering service getting admission in workshops. Sir, from my knowledge of the question there is not the same difficulty, for instance, in Germany, and there I think—at any rate that is what I learnt from Indian students in Berlin—they get easier admission into the German workshops than into the British workshops. If that is so, and if my information is correct, I would put it to the Honourable the Commerce Member that some arrangement should be made to give Indian young men proceeding to England greater facilities in regard to admission into these railway workshops and opportunities should be afforded to them to acquire more practical experience in England. Moreover, I would very much like to suggest to the Honourable the Railway Member that he should recognise German qualifications, because I believe there are young men coming to this country with Continental qualifications, and it will be a very good thing indeed if the Honourable the Railway Member takes this matter into consideration.

Sir, one more thing I wish to bring to his notice in regard to recruitment, and it is this. I understand—and here again I believe I am quite right—that the quota system of recruitment is not working properly. Under the quota system more men are rejected. That perhaps will always be the case, because there will always be a larger number of applicants whose applications will be rejected. But, Sir, the quota system I gather is standing in the way of the candidates directly applying to the Public Service Commission. Sir, I place these facts before the Honourable the Railway Member and I should like him to throw more light upon them and also to consider, if possible, a certain amelioration of the conditions under which certain of these people live.

Mr. B. Das: May I ask, Sir, if the policy of Indianisation can be discussed under this head?

Mr. President: The words used are "Railway Administration".

Mr. B. Das: My friend spoke only of Indianisation.

Mr. President: There is no obligation on any Member to deal with the whole subject of Railway Administration. When the issue is before the House, any Member may single out any one particular part of the Railway Administration and speak on it. I understood the Honourable Member to speak on recruitment for the Railway services. Under the term "Railway Administration," I cannot prevent any Member from dealing with that aspect of the administration.

Rai Sahib Harbilas Sarda (Ajmer-Merwara: General): Indianisation also comes under it.

The Honourable Sir George Rainy: I am afraid that is the position taken by the Honourable Member owing to the very wide terms used in giving notice. But if Honourable Members generally think it would be better to concentrate on a particular point in connection with each cut, then I think they can only trust to their own self-restraint on this occasion, because it is obvious that, if the whole subject is opened, the discussion on this cut might quite easily go on until 5 o'clock tomorrow afternoon.

Mr. President: I cannot rule anything out of order under those comprehensive words. The Honourable Member may perhaps withdraw his motion.

Mr. C. S. Ranga Iyer: After hearing the Honourable the Commerce Member, I am quite willing to withdraw the motion.

Mr. President: As no other Member wishes to speak. . . .

Mr. A. M. Hayman (Government of India: Nominated Official): Sir, I should like to say a few words. . . .

Mr. President: After Sir George Rainy has spoken, the Honourable the Mover wishes to withdraw the motion.

The Honourable Sir George Rainy: I am quite prepared to give the information he has asked for.

Mr. A. M. Hayman: Sir, I wish in the first place, to say that I am particularly obliged to my Honourable friend, Mr. Ranga Iyer, for having spoken on a subject on which it was my intention if I had the time, to

[Mr. A. M. Hayman.]

say a few words. The Honourable Member referred to three subjects, but the main theme on which he spoke was—and I think he was specially concerned about it—that a large number of young Indians had been recruited as temporary engineers some years ago in our railway services and that the bulk of them had been discharged from service. Now, Sir, I wish to place the facts in regard to this matter as briefly as I can, but very clearly, before the House, and also to explain to the House what Government intend to do in order to keep, as far as they possibly can consistent with our obligations to others, some at least of these young engineers in service and bring back a few who have been discharged recently. My friend is quite correct in saying that at the time when these young men were entertained in service on short term agreements some of them were given some hope that they might secure permanent employment in Government service. One has to realise, Sir, that at the time we made the recruitment of these temporary engineers on short term covenants, we had in hand a very big construction programme and also a very big programme of the rehabilitation of our open work lines. For carrying out the programme for these two purposes we had to employ a fairly large number of temporary engineers both in India and England. Now, Sir, it would have been a happy step for Government to take, if it were possible for them to retain in service a fair number of these qualified Indians who had been appointed on these short term contracts; but unfortunately, very unfortunately I would say for the Railway Department, times have changed and we cannot get the money that we got a few years back in order to carry on our policy of development and the provision of increasing facilities on our open lines. With the curtailment of our construction programme, we had necessarily to get rid of the staff employed on the works concerned, and it has been our painful duty, in the last few years, to get rid of many engineers on our Railway Administrations, nearly 70 or 80, I think. Naturally, when we had to get rid of officers whom we could no longer keep because we had not the money to pay them, we had to get rid of those who were in temporary service and who were employed on short term contracts. It is not only our temporary Indian engineers who suffered; those young men to whom my Honourable friend, Mr. Ranga Iyer, has referred, but we had of necessity to employ a large number of European officers, who came out on short term contracts in connection with the construction works, and the services of almost every one of them have been terminated. But my Honourable friend, Sir George Rainy, and the Railway Board have been recently giving very careful consideration to the question of retaining in service at least some of these young engineers who have done us very well. And here I would remark that what my Honourable friend, Mr. Ranga Iyer, said about the Chief Engineers of Railways having given us reports as to the excellent services that some of these young engineers have rendered, is perfectly true.

What do we propose to do, Sir? We have just recently come to the end of a very important stage of our cadre proposals, and we find that it will be possible for us to take in some of these temporary engineers into our permanent service—a very few perhaps into the superior services, but a fair number in what we call our lower gazetted service. And we are writing, and I hope the letter will issue in a day or two, to each of the State Railway Administrations to place before us specific recommendations for appointing some of these young temporary engineers to our permanent

service. We want Railway Administrations to take into consideration not only those who are in service at the present moment, but also those who have had to be discharged recently on account of the reduction of our construction programme. Now, Sir, I submit that we are doing a great deal in that way, and I hope that that will satisfy my Honourable friend, Mr. Ranga Iyer. I should like to remark, and I think Mr. Ranga Iyer admits this point also, that there was no guarantee of appointment given by Government to these temporary engineers who were engaged on short term contracts, and Government have not in any way failed to keep any contractual obligation.

Just a word about the enquiry made by my Honourable friend regarding training in workshops in England. As was explained recently in the House, we last year recruited seven Indians to our Transportation, Power and Mechanical Engineering Departments, and this year also we are trying to recruit almost an equal number by advertisement, and we have taken the precaution of asking the Public Service Commission in India to list for us all the persons in India who apply and who are considered to possess the necessary qualifications. We have also asked the High Commissioner for India to assist us in the same way. We have received the recommendation of the High Commissioner for India. There are a fairly large number of candidates whom he recommends for appointment, or at least for consideration, because, even though they do not possess the minimum qualifications required now, he thinks that with a little training or experience they will prove suitable. Sir, we shall take into consideration whether we can arrange to give training to some of these candidates in order to employ them in the vacancies which we have at present.

About the quota system, Sir, I might say that Government have under consideration at the present moment the question as to whether any revision should be made in the recruitment rules to the superior services and this point will be taken into consideration.

The Revd. J. C. Chatterjee: I wish to say a few words about the question of quota committees. I feel that I have some claim to make these remarks, because I have been a member of the quota committee for the Punjab, Delhi and the Frontier Provinces ever since it was formed. I do feel that there is a certain amount of justification for the retention of the quota system and for the retention of the committees that are formed under it. But I should like to point out to the Honourable the Railway Member that there is need for revision of the methods by which these quota committees are formed. I do not want to make any pointed or particular reference to any particular committee, but I find that there is hardly any continuity in the membership of these committees. It may be said that since I myself have served five years on a quota committee, the complaint can hardly be justified. But I think, Sir, that in this particular committee where there are eight or nine members, I happen to remain on because I represent a small administration. On the other hand, I have never seen, or practically never seen the same member appointed even for two meetings of a quota committee in succession. The result is that when people have to interview a very large number of candidates and to see which of them are fit or are likely to make good railway officers, they have very little experience in the way in which these young men should be selected. Again, the method by which these members are recruited seems to show that there is something wrong in their selection.

[The Revd. J. C. Chatterjee.]

It seems that members are selected largely, from the provincial Legislatures and it is very seldom that a man is selected who has had anything to do with the training of youth or who is qualified to pick out the right kind of men. I speak subject to correction, but I am certain that in some cases gentlemen have been appointed to the quota committees who have no knowledge of English, or practically no knowledge of English. It is not in itself a crime not to know any other language but one's own mother tongue, but since the interviews are all conducted in English, what is the object of having men on these selection committees who cannot understand the language in which the candidates are being interviewed? The members of these committees, partly owing to the fact that they are so often changed,—and they almost always change—and partly due to the fact that they represent various groups, I won't say communities, but groups in the Legislatures, have very little idea of the kind of work required of these committees. I very seldom found that any clear instructions were given to members of the quota committees as to what they were supposed to do. They do not seem to know their job. They are not sure whether they are to select men who are likely to have the best chance in a competitive examination, or whether they are to select men according to communities or reasons of family considerations or whether they are to select men who physically seem to be the most suited. I do not plead for the abolition of these committees, because a useful purpose can be served by them since for every appointment that is offered for competition, hundreds of candidates do apply, and it is better that a preliminary selection should be made instead of letting the men go straight on to the Public Service Commission. Therefore, unless a system of absolutely open competition is introduced, it is desirable that these committees should continue, but I hope, Sir, that the Railway Member will consider and give his attention to the method in which these selection committees are formed in consultation with the authorities who appoint these selection committees.

The Honourable Sir George Rainy: I will certainly consider what my Honourable friend has said.

Mr. C. S. Ranga Iyer: In view of what Mr. Hayman has said, I beg leave to withdraw my motion.

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

Mr. C. S. Ranga Iyer: The next cut relates to the grievances of subordinate employees, but as I find that a similar motion has been tabled by others, I do not propose to move mine.*

Construction of a New Railway between Kollengode and Cochin.

Mr. C. S. Ranga Iyer: I move:

“That the Demand under the head ‘Railway Board’ be reduced by Rs. 10.”

I find that a similar cut has also been given by my esteemed friend, the Raja Saheb of Kollengode. I wish he were present here to support my

*“That the Demand under the head ‘Railway Board’ be reduced by Rs. 100. (Grievances of Subordinate Employees.)”

motion, especially as he had no small share in the extension of the Pollachi line to Palghat and Kollengode. I must say at the outset that I am deeply obliged to the Raja Saheb of Kollengode for much of the valuable information and the authentic facts and figures which I shall place before the House. Sir, the Pollachi-Kollengode line to Trichur involves an extension of about 40 miles. At a time like this when the Railway Board is confronted with unusual financial stringency, I should not have come forward with a plea of this kind but for two considerations. First, financial embarrassments ought not to stand in the way of pursuing paths which lead to financial prosperity. The proposition that I am making is, as I shall presently show, calculated to bring much profit to the railway. Secondly, what I urge is the completion of a scheme of railway already in work and without that completion what has already been done will not be of much practical use. In the Palghat-Dindigul scheme of railways, as I am sure the Honourable Mr. Parsons will appreciate, unless the extension to Trichur is carried out without any delay, you will not only be making the scheme incomplete, but will also be reducing the earnings that would otherwise accrue to the railway from the facilities now afforded by the opening of the Cochin harbour, which is now an accomplished fact. The improvement of the harbour and the assurance of its success are factors which go to make Cochin the central point to and from which all commerce from the West and South West of the Madras Presidency must naturally flow. Moreover in view of the large amount of money which the Government of India and the Darbars of Cochin and Travancore have invested in the development of the Cochin harbour, the Pollachi-Kollengode line to Trichur becomes not only attractive to the three parties concerned, but is of much practical utility and importance. As the Railway Board are no doubt aware, the Report of Mr. Izat on the proposed extension will bear out my observation. To recall the facts, Mr. Izat was deputed in 1921 to make a detailed investigation into the railway requirements of South India, with special reference to the additional facilities rendered necessary on account of the development of the ports of Tuticorin and Cochin. Mr. Izat invited the views of the Cochin Darbar, the Cochin Chamber of Commerce and the United Planters' Association with regard to the railways serving the Cochin harbour. In his Report, furnished to the Darbar in 1922 Mr. Izat recommended that the Trichur-Dindigul Railway should be constructed on the metre gauge, and that its early construction was very necessary for the development of the Cochin harbour, inasmuch as it will bring the rest of the South Indian metre gauge railway systems into direct rail communication with the harbour. At present, the extension of the Dindigul-Pollachi line to Kollengode and from there the construction of a branch line to Palghat alone is under construction. The proposal to extend the Dindigul-Pollachi line to Palghat was made at a time when Cochin had not the importance it has now as a port. The opening of the Cochin harbour and the great possibilities before it have profoundly altered the situation. The rail communications to the port have got to be improved by bringing it into touch with the most busy trading centres hitherto untouched by railway communication. The construction of this line has aroused much interest not only in Cochin but also in the neighbourhood of Pollachi and the planting districts of the Anamalais in the Madras Presidency. Thus, the Indian Merchants' Association, Cochin, the British Cochin Chamber of Commerce, the

[Mr. C. S. Ranga Iyer.]

trading interests and the Municipal Council of Pollachi and the planting interests of Anamalais are all pressing for the early construction of the line. If the construction were taken up in the near future it would be possible to continue the metre gauge line from Trichur to the port of Cochin in connection with the work now being undertaken on the existing line from Shoranur to Ernakulam. Direct connection will then be secured between Cochin and the country whose needs the port should naturally serve. Thus, on the extension of the proposed line, as the Honourable Mr. Parsons can see for himself, is dependent the railway development of the Madras Presidency itself, a development which is bound to become profitable. This again takes me to Mr. Izat's estimate, which I may supplement with the information that I have in my possession. Mr. Izat was of opinion that the Trichur-Dindigul line would earn Rs. 100 a mile per week on the first opening. It is also worthy of notice that part of the Pollachi-Trichur line, namely, the Pollachi-Kollengode line, which was expected to give Rs. 80 only a mile a week on first opening, is being constructed. If the line as far as Kollengode will be profitable, it cannot possibly be said that its further extension will be less so, the traffic estimate of the S. I. Railway being applicable to the entire length of the line from Pollachi to Trichur. On the other hand, the available evidence points to the fact that the Trichur-Kollengode section will result in a much greater income. The Vaniampara road, along which this line will run, is the busiest road in the State. In 1916, it was estimated that over 1,00,000 carts passed along it every year. The auction of the right of collecting tolls at the Sirkar toll gate on the road fetched Rs. 3,033 that year. The following figures will give an idea of the remarkable growth of traffic over this road during the last 12 years, that is, from 1916 to 1929.

Year.	Lease amount.
	Rs.
1916-17	3,033
1922-23	8,735
1927-28	10,500
1928-29	13,820

This means that the traffic has more than quadrupled within the last 12 years. With regard to passenger traffic it is known that more than 25 buses ply daily on this road and carry approximately 1,000 passengers on the average. In this connection, I may also dwell on the cost of construction. This was estimated in 1917 at Rs. 68,330 per mile including costs of land, junction arrangements and interest on capital during construction. Since prices have gone down of late, there is no reason to fear that the cost will be much more than the anticipated Rs. 68,330 per mile. The expected earning being Rs. 100 per week for every mile, the percentage of interest on the capital is about 7.6 as stated by Mr. Izat. The prospects of the line therefore justify its early construction. Even taking the cost of construction at one lakh per mile, which is much in excess of what was estimated in 1917, the total outlay required will be only Rs. 40 lakhs for the 40 miles of this line.

Mr. B. Das: Only 40 lakhs?

Mr. C. S. Ranga Iyer: My friend, Mr. B. Das, inquires if the cost will be only 40 lakhs. I shall presently show him and the House how this amount could be met. If there is no other way, the cost of construction may be partly met by raising local loans and partly from the Cochin Durbar, who I am fully convinced will be willing to lend a helping hand to a scheme which will be of immense benefit to them and in which they may like to have an interest. As a Cochinite myself and knowing the people of the place and knowing the enthusiasm they have for the construction of this railway, I can say this definitely. Cochin is a progressive administration and I imagine it shares the enthusiasm of the people and my imagination is fairly based on information. The Cochin Administration will be quite willing to meet the Government more than three-fourths of the way, both metaphorically and literally because three-fourths of the distance between Kollengode and Trichur lies in the Cochin State. Therefore it will be meeting the cost not half-way but three-fourths.

Mr. B. Das: Will the Cochin Durbar guarantee three-fourths of the interest on the capital cost of the railway for 10 or 15 years, as Local Governments guarantee?

Mr. C. S. Ranga Iyer: Sir, I am sure, their enthusiasm is so great that if the Railway Administration knows its business and goes about it in the proper manner, they will be able to know how far the Cochin Durbar will be able to meet their wishes in the matter, and I think that ought to satisfy my very enthusiastic friend, Mr. B. Das, the range of whose experience and interest, I am very glad to know, extends from Bihar to the Cochin State.

Mr. B. Das: And that of my Honourable friend from the Kumaon Hills to Cochin.

Mr. C. S. Ranga Iyer: Even in the absence of these inducements, no Railway administration which believes in a profitable extension of the railways calculated to develop the country and the resources of the railway ought to shut its eyes to the advantages arising from the proposed scheme.

Lastly, schemes like these also provide continuous employment for large numbers of working classes and perhaps also railway officials who otherwise may have to be disbanded under the proposed retrenchment schemes, which are likely to inflict on them much hardship in these times of difficulty. For these reasons, I hope the Honourable the Railway Member will make a definite provision for the extension of the scheme so that the staff and officials and the workmen now employed in the Pollachi-Kollengode line may continue in their employment for the completion of the scheme. I am sure that, when this scheme is an accomplished fact, it will be found that it is second to none in its financial yield and in bringing prosperity to the country that it serves. Sir, I recommend most strongly that the scheme may be taken up for construction as early as possible. Sir, with these words, I move my motion.

Mr. K. P. Thampan (West Coast and Nilgiris: Non-Muhammadan Rural): Sir, coming as I do from that part of the country, I have great pleasure in supporting this motion. The other day I had occasion to ask a question in this House and with the reply to which I was not satisfied. I am glad a chance has now arisen to discuss this question.

[Mr. K. P. Thampan.]

As the Honourable Mr. Ranga Iyer has placed before the House all the relevant facts and figures, and as this is a purely parochial matter, I do not want to take up much of your valuable time. Sir, there are two aspects of the question which I wish to put before you, aspects which Mr. Ranga Iyer did not deal with. In the first place, though the proposal is nominally to link up only Kollengode and Trichur, the real connection is between Pollachi and Cochin. The importance of Pollachi and Cochin is well known. My friend, the Honourable Mr. Alexander, will bear me out when I say that Pollachi happens to be the greatest produce mart in Southern India.

Mr. W. Alexander (Madras: European): Sir, I agree with that.

Mr. K. P. Thampan: So far as Cochin is concerned, it is the best natural harbour on the West Coast and the Government have spent large sums of money on improving and developing the Cochin harbour. It is bound to be one of the greatest sea-ports of this country. Sir, the proposed line traverses through extensive paddy fields in Malabar and passes along the important groups of plantations of Anamalais and Nelliampatty and trade centres. It will be the shortest outlet to Coimbatore and the Nilgiris and also to certain portions of Salem, Trichinopoly and Madura. At present these places have to send out their produce in an out-of-the-way manner. So it is only by opening this line, that the money that we are spending in improving the Cochin harbour will be justified.

The next point I wish to point out to the House is that this line traverses 40 miles in length, of which 30 miles are practically in the Cochin State. There are only about 10 miles in British territory, and the traffic earnings of this line, as was already pointed out, are bound to be great indeed. So far as my information goes, though I can't speak officially for it, the Cochin Durbar is willing to take up the construction of the line, which passes through their territories. We will have therefore to take up only ten miles. The cost of that will be but very little; but from the commercial and utilitarian point of view, it will not only pay its way, but will also bring in a very good profit. The Cochin State has got very large reserves in their Devaswams which they are anxious to invest. In fact, they are lending out money to landholders in Malabar. They are not faced with any financial difficulty. If Government allow them to take up this line, I am sure they will gladly accede to the proposal. As a matter of fact, they want it. If the Railway Board only make up their mind to do it, there will be no difficulty of any kind. I hope and trust the Honourable Member in charge of Railways will accept this motion.

Mr. B. V. Jadhav (Bombay Central Division: Non-Muhammadan Rural): Sir, I rise to support this cut and I want to make a protest against the step-motherly treatment which is meted out to the Presidency of Bombay by the Railway Board. For many years, Sir, the claims of Bombay for railway extension or construction of branch lines have been neglected. The Railway Board made their inquiries and I think they came to the conclusion that none of the lines would be profitable. The Government of Bombay had ultimately to appoint a special officer to make inquiries whether the proposed lines would be profitable, and the officer has succeeded in showing that many of the lines would be profitable. The

question of the Bombay-Sindh connection or the Viramgaum-Sindh section is admittedly a profitable concern. It is also necessary from the point of view of administration. So also the line from Diva to Dasgaon in the Konkan is also looked upon as a prospectively profitable line. But the Railway Board do not pay any attention to the needs of the development of railway lines in Bombay, and in order to bring the wants of Bombay to the notice of the Board I rise to make this protest.

Mr. A. A. L. Parsons (Financial Commissioner, Railways): Sir, I join with the Honourable the Mover in regretting the absence today of Sir Vasudeva Rajah, whose local knowledge of the area through which this Railway would run, would have been of great value to us. I have myself a certain knowledge of the country, having been on two occasions to Cochin, and having been recently on tour there and at Pollachi. I agree with what Mr. Thampan said that it is more a question of the railway connections between Pollachi and Cochin than of a mere branch line between Kollengode and Trichur, and it is as such that we should view it. Its past history is briefly as follows. Though this line was, I think, recommended in the report of Mr. Izat, as the Honourable Member mentioned, in 1924 the Railway Board came to the conclusion that it was not a line which it would be worth while to take up because it would run as a whole only 20 miles away from a broad gauge line already in existence. That was the position up to that time. On the other hand, conditions have changed since 1924, and we fully realise that the opening of the Pollachi Palghat branch, which I expect will take place some time next financial year, and the development of the Cochin harbour create a new position. And I think it is chiefly for that reason that both the Madras Government and a good many of the public bodies in that part of the country have pressed on us the reconsideration of this scheme. I am speaking at the moment from memory, but I think, Mr. Russell and I met a deputation on the subject when we went on tour in Madras last Autumn. I confess that I am not sure that the scheme holds out as good prospects as was suggested in the Honourable the Mover's speech. He mentioned, for instance, an estimate that it would not cost us more than about, I think he said, 60 or 70 thousand rupees a mile. The latest estimate we have made ourselves, which was prepared by the Director of Civil Engineering with the Railway Board in 1929, was, I think, that it would cost about a lakh and a half per mile owing to the heavy gradients which would be encountered. And with regard to the possible earnings, I was a little surprised to find the Honourable Member using in support of the scheme the fact that there is already very heavy road traffic; for surely that means that we shall have to anticipate very heavy competition by road, over this comparatively short distance of 40 miles. I do not wish by saying that, however, in any way to suggest that the Railway Board have come to any final conclusions on the subject. On the contrary realising that there is a great deal of local feeling in favour of the project, realising that the opening of the Pollachi Palghat branch in the near future will make the position different from what it was in 1924, we have asked the Agent of the South Indian Railway to have a fresh traffic survey of the scheme made. We have not yet received his report. When we receive the report we shall have to consider the question as one of two alternatives. Should we build a metre gauge from Kollengode to Trichur only or should we make the extension right through into Cochin harbour? I think the Madras Government recommended the second scheme. I am

[Mr. A. A. L. Parsons.]

not sure that that would be feasible, because obviously if we have to build a metre gauge from Trichur to Cochin it would add very largely to the cost of the project. On the other hand there are possible expedients; for instance, the provision of a third rail on the section from Trichur to Ernakulam, so that we could run over that section both broad and metre gauge lines. We shall have to consider other difficulties, difficulties connected with the working of a port with two gauges running into it and these difficulties are I think in the case of Cochin very real. I do not think, however, that any of these difficulties which I mentioned to the House are entirely conclusive as against the possibility of this extension. I only wish to point them out to the House so that if again this question comes up, it should not be considered that there are no difficulties in building this particular railway.

Finally, there is of course the question of when we can build it. I have no doubt whatever in my own mind that the first thing to do is to complete the conversion of the Podanur-Ernakulam section to broad gauge and that actually we are taking up this year. It is being financed by the Cochin Durbar. As the House is well aware, we cannot ourselves find the capital to open further extensions at present, and therefore even when we do come to our decision in regard to this scheme, I can make no promise as to the time when it will be taken up. Nor of course can I at the moment deal with the suggestion that some special method of financing could be adopted, because a considerable portion of the line will run through the Cochin territories. I am, however, glad to have that suggestion, because the next time—it will be very long I think—any Member of the Railway Board goes down there, I have no doubt the Cochin Durbar will be prepared to discuss it with him.

Mr. C. S. Ranga Iyer: Sir, I wish to withdraw the motion.

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

Indianisation of the Railway Board.

Mr. C. S. Ranga Iyer: Sir, I beg to move:

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

Sir, I believe we are now progressing *pari passu* with political progress in the matter of Indianisation. Sir, this subject has come up before this House and has been discussed with great ability by the great giants who sat on these Opposition Benches. One of them was my esteemed friend, Mr. Srinivasa Iyengar, the Deputy Leader of the Swarajist Party. In those halcyon days of opposition to the Government in this House, an opposition which had repercussions all over the country, what did Mr. Srinivasa Iyengar say? He said:

“The majority of the Members of the Railway Board should be Indians, and unless at least half the Members of the Board are Indians it cannot be said that the Railway policy is at all controlled by Indians in any way.”

He said this during the Indian Legislative Assembly discussion on an occasion like this two years ago, 1927-28. Similar observations were made by my old revered leader, Pandit Motilal Nehru. I have always said that it is the deepest regret of my life that, when challenged on an occasion of

political differences and even invited to carry the challenge to a court of law, I had to accept that invitation. Sir, it has been the deepest regret of my life and I may say here and now that it was also my good fortune that I had the opportunity of withdrawing that case on an agreement between both sides through the Pandit's respected counsel, Sir C. P. Ramaswamy Iyer, who approached me in Simla in the presence of my friend, Mr. Shanmukham Chetty, who I am glad is present here today and who was an old devotee of the late Pandit. Sir, when I mention his name and quote his observation, now that he has gone to his rest, I think I owe him this apology. Panditji said:

"There is something rotten in the State of Denmark, and I submit that the Railway Board must be submitted to a very searching inquiry in all their departments, and I have not the least doubt that if that is done revelations not less startling than the Raven Committee revelations will be revealed."

Sir, I remember that occasion and old Members will remember that occasion when the great Pandit's startling revelations not only shook this House but also created a great echo outside this House. That was the kind of mismanagement, as he put it, for which the Railway Board was responsible. Sir, I am not concerned here with the question of management or mismanagement. Indians too, if given the opportunity, will mismanage as well as the present Railway Board mismanages. (Laughter.) But, Sir, we want the right to mismanage just as in a question of political rights and liberties, just as in the question of political deliverance of this country. As Sir Tej Bahadur Sapru said 14 years ago from the platform of the Indian National Congress when our old critics used to say that we were not fit, "Let us have at least the opportunity to make mistakes even as British administrators and British Governments make mistakes from time to time and give account of their stewardship during the general election when they are turned out of office." Sir, the Railway

Board must be Indianised for the very simple reason that the
I P. M. Europeans in the Railway Board have not proved themselves to be infallible. We are all human beings and human beings are very fallible. But to say that Indians are not fit enough, are not competent enough, have not the expert knowledge to be Members of the Railway Board, is to say a thing that cannot cut much ice on this side of the House or out in the country, and is a thing which I do not believe the Honourable the Commerce Member or the Honourable Members on the other side will like to say. Therefore, we should like to know why Indians are excluded from the Railway Board. We should like to know whether, as Sir Purshotamdas Thakurdas said in this House on the identical question,—the question whether the Railway Board is to have the same number of Indians in it—though he did not say that—I am just coming to what he said—as, I say, in the Executive Council of the Governor General. Sir, this is what Sir Purshotamdas Thakurdas said:

"The question is whether the railway policy of the Government of India shall be determined in the interests of India and Indians or in the interests of Britain and British."

Having just slurred over the racial discrimination cut, I do not want to dwell on the racial implications of Sir Purshotamdas's observations. But I would like to look at it from a purely patriotic, from a purely Indian and from a purely non-racial point of view. Sir, there are now four Members on the Railway Board, and the Honourable the Railway Member said in

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his mellifluous eloquence, which I wish I could imitate or emulate—I find how very difficult it is to be all honey and sugar speaking from the Opposition Benches (Laughter)—Sir, he said that all these Members of the Railway Board were very much overworked, and in his speech he gave a compliment, which I think Mr. Hayman richly deserves, for the ability, the integrity and the application that he has brought to the Railway Board administration. Sir, I feel very glad indeed that I had an opportunity to vote for an Anglo-Indian representative on the Railway Board, and I am sure when my turn comes now for an Indian representative on the Railway Board, I will have the support of the Anglo-Indian community. I now want, Sir, the Honourable the Commerce Member to give us an undertaking—if I am not putting it too strongly—that he will make a point of having at least two Indian representatives on the Railway Board. I do not say at present eliminate the European representatives. But I think, looking at the pace at which things are moving in this country,—we are being drawn through the track of centuries in a few months,—the Railway Board cannot afford to be lagging behind, and in that spirit they ought to give opportunities to Indians, who have the capacity to manipulate as well as understand facts and figures, as any present Member of the Railway Board, so far as the Railway Board's representation in this House is concerned,—but that is a very small affair,—who have got also opportunities and abilities to carry on, with the expert knowledge that the present Railway Board possesses, the administration of the railways. Sir, with these few words, I strongly urge that the Railway Board should be Indianised.

Mr. B. Das: Sir, I was surprised to find my friend, Mr. Ranga Iyer, speaking in such moderate language and complimenting the Honourable the Railway Member for speaking in words of honey and sugar. Sir, I do not want to follow him in that way. I will speak in terms of fire and storm. Sir, I will not emulate that passage from my Honourable friend, Mr. Ranga Iyer. I would not beg as my friend has done. I would not beg the Honourable the Railway Member, because what is the use of begging? Begging will end in one year and next year we will be masters on that side and we will have what we are asking for today from my friend, Sir George Rainy. (Hear, hear.) It seems the Government and my friend, Sir George Rainy, the leader of that Government, have not gauged the signs of the times and have not taken any warning. It seems my friend, Sir George Rainy, made a speech on Indianisation as if we are living in 1924-25, when his predecessor took out of our hands the Lee concessions to give them to all the railway officers and then snapped the fingers at us. We are not living in 1924-25.

The Honourable Sir George Rainy: I had nothing to do with the Lee concessions; it was settled before I became Railway Member.

Mr. B. Das: But my Honourable friend, as long as he occupies the position of his predecessor, Sir Charles Innes, will have to carry out the pledges that he gave to this House. But if he carries out his policy, his double policy, promising one thing in this House and then doing something else while he sits in his room as the Railway and Commerce Member, I am sorry for him. But I say the time is coming when things are going to change. We want Indianisation. We want to see the railway administration in the spirit of Indianisation, not only a few jobs here and there.

but the whole administration should be Indianised and the essential spirit of that administration should be Indian in character and essence and not European in thought and action. My friend, Mr. Ranga Iyer, has asked that the Railway Board Members, should be Indians. If they have not done that this year, I can assure him that next year—I can take a bet on the floor of this House—or in two years it will be done. It is time that my friend, the Leader of the House, should read the signs of the times and Indianise the Railway Board, so that what he talks in the Executive Council of which we have no knowledge but will soon have it on the 2nd of next month when the Honourable Member addresses us on the Round Table Conference discussions, may be put into practice. My Honourable friend must prove that he is acting up to the spirit of conciliation, up to the spirit of transfer of power from that side to this side. It is no use speaking sweet words. It is no use breathing sweet words. The transfer of power should be done in actuality to show that the Government side is honest. My Honourable friend, Sir George Rainy, spoke a few words about Indianisation in his budget speech and said :

“The other point to which I wish to refer is the question of Indianisation. I should like to bring to the notice of the House the fact that the percentage of officers of Indian domicile recruited for the State managed railways during 1929-30 was 70·7 per cent. but when promotion from the Local Engineering and Traffic Service are taken into account, the percentage rises to over 75. I think this result is satisfactory.”

Then he said he could not find mechanical and electrical engineers in India and they are being recruited from abroad. We also learned the other day that the non-voted heads are going to be increased. We know that although this percentage of recruitment may be the actuals for the permanent heads, every day temporary European hands are recruited. I remember four years ago when I challenged Sir Charles Innes on the floor of this House: he only gave out that 94 hands were taken as temporary hands, but everybody who has any knowledge of railway services, knows that there are 500 or 600 Europeans at present working in temporary new construction works, and there no Indian is allowed a chance. That is the spirit of Indianisation and today if my Honourable friend . . .

Mr. President: May I draw the Honourable Member's attention to the fact that his speech would be relevant on motion No. 17 which deals with the Indianisation policy of the railways; the present motion deals with Indianisation of the Railway Board.

Mr. B. Das: I bow to your ruling; it has been our practice when we talk

Mr. President: There is another motion on the order paper—motion No. 17—on which the Honourable Member will be quite in order in going into all these questions. The present issue is only with regard to the constitution of the Railway Board.

Mr. B. Das: If I can talk here as an engineer who has some inner knowledge of engineering and who can speak with expert knowledge, I can say today there is no necessity for a single European Member—I do not mean any disrespect to my Honourable friend, Mr. Parsons who belongs to the heaven born service, and who will be something big, if nothing else, a Governor, some time next year in some province: but the Railway Board today can be completely Indianised. There are enough technical experts in India; there are enough commercial magnates and industrial magnates

[Mr. B. Das.]

in India who can manage the railways much better and will not show that ineptitude and inefficiency that the present technical advisers of my Honourable friend, Sir George Rainy, have shown. We find there are so many jobs created there—Directors and Deputy Directors; but if one wants to spot an Indian, they can be counted on the fingers of one hand. If my Honourable friend, the Railway Member, is actuated with the spirit of Indianisation, he would have put an Indian as an understudy to every European Member who might be an expert or might not be an expert, whom accident or circumstance or probably an agreement with the Secretary of State had brought to that position. But this is not done. The policy of the Railway Member has never been such than an Indian ever acts as an understudy to a European Member whether he is a covenanted hand or a full-time man, so that he could replace him in time. That is not the proper spirit, and if the Honourable Member does not act in that spirit I again repeat my warning, whether the Honourable Member be in India two or three years hence or not, we will have to take drastic steps. As my friend, Mr. Ranga Iyer, said, we may make mistakes, but we will learn from our mistakes and will manage our railways much better than they are managed today by the Europeans.

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

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

Mr. President: We will now resume further consideration of Mr. Ranga Iyer's motion.

Mr. Jagan Nath Aggarwal (Jullundur Division: Non-Muhammadan): Sir, I do not know whether it is a live issue that we are discussing today, I mean this question of Indianisation of the Railway Board. Members of this House will remember that in the great Holy Holies, the Executive Council of the Viceroy, this experiment was tried in the time of Lord Morley. We all know the great hesitation with which that step was taken and what dangers were threatened for the Government of India and for the peace and prosperity of this land and of its connection with England if that step was taken. The experiment was tried and it has been tried now for the last 20 years many a time over and over again, and we all know with what results. But the point that we have before us this afternoon is shortly this, that in this great cabinet which helps the Governor General in the administration of this country, the experiment of having an Indian, and now more than one Indian, has been tried without any grave danger to the State, and that is now one of the settled principles of administration. Now we have Indian Members in the Secretary of State's Council, in the Governor General's Council and in all other high administrative bodies, and no dire results have followed. The motion which has been moved by my friend, Mr. Ranga Iyer, is simply this, that

the Railway Board should be no exception to this policy. This is an important Department under the control of the Government of India, which advises it on railway matters, and it is rather late in the day that we have to complain from this side of the House that no chance has been afforded to Indians to serve on this Board. I know it will be said from the other side, "Oh, yes, men of the requisite experience and technical knowledge are not available". I put it aside for the moment, and would point out that men are not born with expert knowledge. You have to find the men, you have to train them and give them the necessary opportunities to qualify themselves. Do not give them the opportunity first and then put it forward as an excuse for keeping them out. I go further and say this. Self-government implies the idea that you have a right to make mistakes. The idea is not that all experts in the world have got to be drafted on to this country to rule us, to give us the most efficient administration in the world. That argument cannot stand for a moment. If that were so, perhaps we could find German administrators much more conversant with running the bureaucratic machine, much more efficiently than the English Government runs the administration of this country. But the whole point underlying this claim is that we should have the right to run this machine ourselves. Englishmen have run it so long, and now we should be given the opportunity, slowly, to come into the line to run the machine, and if we make mistakes, we will learn by experience. That is what is implied in this demand, and I submit, Sir, that it was time that the Honourable occupants of the Treasury Benches stood up and said. "We bow to this principle and we will make an earnest attempt to make a beginning and show that we are serious about it". I do not think, Sir, that this is a question on which there can possibly be any difference of opinion. The only point is that we should be given the opportunity to carry out this suggestion, and we are looking forward to an opportunity to do so. I therefore submit, Sir, that this is one of those matters in which there should not be any difference of opinion.

Now, Sir, as I was submitting, in Lord Morley's "Recollections" a good deal was said with regard to the first appointment of an Indian, and I will just read to the House the doubts which were entertained then, though that is past history, but that will fortify the hands of the Treasury Benches in trying an experiment of this kind in the Railway Board. At page 294 of Lord Morley's "Recollections", Vol. II, we find him saying :

"I am sometimes to end the controversy by submitting Sinha to the King's pleasure right away. But neither Parliament, nor our honest public outside, has any relish for *coups*. Nor have I. You remember the fearful row in 1871, on the abolition of Army Purchase by Royal Warrant, i.e., by Prerogative. The appointment to your Council is by the Crown, on the advice of the S. S. and nobody else has any *locus standi* in the appointment, and it is all by Statute. Still, though to have made a Native Member compulsory by a clause in our Bill would have lost the Bill in the H. of L. on the other hand it might look unreasonably rough to dismiss in advance all chance of a little discussion, considering that Lansdowne has already given us notice that he does not like the thing. As soon as my Bill is through the Lords, I do not propose to postpone the appointment beyond that and so on."

The House will see with what amount of hesitation Lord Morley took the first step. It looked as if he was taking a plunge in a deep river, but experience has justified that decision. I therefore submit, Sir, that the present is a very opportune time indeed when Government might accede to the suggestion of my Honourable friend Mr. Ranga Iyer.

Raja Bahadur G. Krishnamachariar (Tanjore *cum* Trichinopoly: Non-Muhammadan Rural): Sir, I join in supporting the motion made by my friend, Mr Ranga Iyer, regarding the Indianisation of the Railway Board. Considerations have been laid before this House which it is not my intention to repeat, but there is one matter which I am perfectly sure has not been referred to, and it is this. May I respectfully ask as to who runs the administration of the office? It is not the two or three people at top who sit over there. The entire material from the filing of a letter for correspondence as soon as it is received in the office right up to the time the papers go out to the Member, the whole thing is worked up by subordinates who are Indians. Well, Sir, whether they have experience in these things or not, it is they who collect all the materials, and it is they who place before you everything cut and dried in order to enable you to come to a decision. And so far as the final decision is concerned, it is not a policy of such high standard that a man of ordinary intelligence with the materials before him cannot come to a conclusion. You know, Sir, that even in the most complicated cases before criminal courts, the juries' verdicts are final, and juries are not trained people. The whole requisite is that you want the material, and it is the Indian, it is the subordinate, it is the class of people who come up to the position of Assistant Secretary, that collect all these materials and place them before you. Once the materials are there—I quite admit the high training that these people have got as Members of the Railway Board—they collate them, they collect them, compare previous decisions and then come to a final conclusion. Cannot any Indian do it? Is it possible to state that an Indian placed in those circumstances cannot come to the same conclusion as the present Members of the Railway Board? If any illustration is necessary, I would invite attention to what happens in the High Courts. In the High Courts most of the Judges are Indians, and not only in the High Court but in the subordinate judiciary most of them are Indians, and collectively speaking, there has been a chorus of compliment as to the way in which the judiciary has discharged its duties so far, and there has not been the slightest trace of complaint that the service has been practically Indianised. How do they do it? There are the laws which they have studied; there are the materials which are placed before them on both sides, in a most elaborate manner if it is a big case, and in a fairly comprehensive manner if it is a small case, and all that the Judge has got to do is, with the background of training that he has got, to come to a conclusion one way or the other. And, after all, when these conclusions are reached, it is not that the European Members do not make mistakes, and as my Honourable friend, Mr. Aggarwal, has said, allow us to commit mistakes. Try us, and when you have done so, you will find that there is nothing to repent. So, I submit that this House should agree to this motion of my Honourable friend, Mr. Ranga Iyer.

Sir Abdur Rahim: I just wish to put in one or two words. I do not think that the principle underlying this motion will be objected to on any side of this House. The only thing that is required is to begin Indianisation of the Railway Board as well as of the Agentships of the Railways as soon as it may be practicable. When I use the word "practicable", I know that it has received different interpretations at different times.

But I think that in a case of this sort, it ought to be quite possible, on the occurrence of the very next vacancy, either in the Railway Board or in the staff of Agents of the various railways, to fill it with an Indian. I am perfectly aware that these offices require a great deal of experience and requisite training. At the same time, I do not think that there is anything in the nature of the duties entrusted to these high officials which can be said to be the exclusive property of any class of officers belonging to a particular race or community. I believe, so far as my information goes, that there will be men available if the Government once make up their minds to appoint an Indian in the next vacancy that may occur either in the Railway Board or in the staff of Agents of the State-managed Railways.

Sir, the history of Indianisation of the various services is well-known to every one, and some of us had occasion to deal with it at great length. What has been read out to us from Lord Morley's book only illustrates that there are always difficulties in making the first appointments. Once that difficulty is got over, the path is clear for further progress, and I do not think that any one on the Government Benches, much less the Honourable the Leader of the House who is in charge of this portfolio, will object to progressive Indianisation of the Railway services at the top. We have at present four Members on the Railway Board, one of whom is our Honourable friend, Mr. Hayman; but I think that there is room for more Indians there, and I do ask the Honourable Sir George Rainy to consider this matter very carefully as soon as a vacancy occurs. I do not think it is necessary for me to add more, and I feel sure that the Honourable Member in charge of this Department will give the subject very careful attention.

The Honourable Sir George Rainy: Previous speakers on this cut have been commendably brief and I will try to follow their example. I should like to begin with what fell from my Honourable friend, Mr. Ranga Iyer, who quoted from a speech of Mr. Srinivasa Iyengar in which he said that it was necessary to have Indians on the Railway Board in order to control policy. The explanation that I am going to give is an explanation that has been given in this House before, and it is simply this, that the determination of policy does not lie in the hands of the Railway Board, the determination of policy rests with the Government of India. And when, again, he quoted from, I think, Sir Purshotamdas Thakurdas the statement that the real question was whether the policy should be directed in the interests of England or in the interests of India, he was, if I may put it in a colloquial phrase, barking up the wrong tree. My Honourable friend ought to devote his attention to displacing the Railway Member of Council, and not the Members of the Railway Board. I do think, Sir, that this distinction is of importance. I do not suppose that there is any of us on the Treasury Benches who feel now the difficulties which were undoubtedly felt more than 20 years ago when the question of the appointment of Indians to the various Executive Councils was first mooted. Whatever apprehensions might have been felt then, they have, of course, long since passed away. But that is not the question now. It may be asked, why, if it is so clear about Memberships of the Government, is it not equally clear about Memberships of the Railway Board? It all depends upon the particular form of organisation that has actually

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been adopted, namely, whether the Board to which you entrust the administration of the Railways is to be an expert body, or whether it is not. There are, of course, boards, or committees or bodies with a different kind of constitution. For example, in a big Company-managed railway, the Directors are not necessarily railway experts; the Board may include experts, but it will also include others, most of whom no doubt with wide business experience, but not necessarily railway experience. Then again the management of the great ports of India is entrusted to the bodies of Port Commissioners and while the head of that body, at any rate if he is a whole time Chairman, is probably an expert in port management, the great bulk of the commissioners are not experts but are business men for the most part. That is one form of organisation but the organisation actually in existence today in the Railway Board is different. The Chief Commissioner of Railways is the head of the system, and he of course, being somewhat in the position of a Managing-Director, must necessarily be a railway expert. Then we have the Financial Commissioner and from the nature of his duties he must clearly be an expert in dealing with financial questions. Of the other three Members, one is specially charged with the supervision of engineering work of all kinds, another with operation and commercial management and the third with duties connected with the staff. Now, I do not for a moment say that it is impossible to change the organisation, so that there would be at the head of affairs at Board—or whatever title it might be thought fit to give it—a Board or Council, very much analogous to a Board of Directors, which would contain experts but also people with business or other experience. That might be perfectly feasible. I am not saying a word against it, and indeed, if the decision were reached that it was necessary to Indianise the Railway Board at an early date, I think some plan on those lines would have to be adopted. But that would not in the least diminish the need for a principal expert officer in each branch who is at present a Member of the Board, but who under this possible constitution to which I have referred, would probably not be a member of the Board but one of its principal executive officers. Under the present constitution the case has a double aspect for the Members of the Board are at once the principal experts in the various branches which they control and are also charged with the general administration of the railways, and this creates a difficulty. If it were merely a question of general administration, I do not say that there ought to be any great difficulty in finding Indians who could be appointed, but when the same man has also to be the principal expert in his own branch, then there is a difficulty. It is not a difficulty that need necessarily be insuperable. A vacancy will occur this Summer, an acting vacancy owing to the absence of a Member on leave in the Engineering Branch and it is proposed to appoint an Indian to act as a Member of the Board. (Applause.) But I wish to claim no credit for this. I am appointing him not because he is an Indian, but because he is the best man we have got for the job. I ought to make that perfectly plain. It would be most unfair to the officer concerned to suggest that I was selecting him for any other reason, and that is what I feel very strongly. So long as the Board is constituted as at present, I think it would be putting an Indian officer in a thoroughly unfair position to go on the basis, that he is appointed because he is an

Indian and not because he is the best man. As I have said, I do not for a moment shut out the possibility that another form of constitution might be found, in which the Railway Board would be more like a Board of Directors, in which it would be quite possible to find places for Indian business men, or Indians with other forms of experience, who would be charged with the administration of the railways. The whole question will of course come up for consideration, must come up for consideration in connection with the constitutional reforms. I do not see how that could possibly be avoided and that will be the time to consider what changes are desirable and necessary. But meanwhile I should like to repeat again that neither I nor any other Member of the Government has in the slightest degree the sort of feeling that this is to be a sacred Department, in which Indians are not admitted. While none of us have that feeling, we have to consider the other aspects of the case to which I have drawn attention and they make it impossible for me, so long as the present constitution of the Board continues, to give any undertaking as to what may be done when a particular vacancy occurs.

Mr. C. S. Ranga Iyer: I do not want to make a long reply, but I should like to say one or two things. In the first place, it occurred to me, Sir, when the Honourable the Commerce Member was speaking and taking his stand on efficiency and not on Indianisation in regard to the new vacancy, he was really begging the question. I venture to state with all the emphasis I can command that it has been the deliberate policy of the Government to exclude Indians from the Railway Board, for reasons which have been time and again mentioned on this side of the House. I do not want to mention those reasons. When the Honourable the Commerce Member comes forward and says that he is appointing an Indian, because a vacancy has arisen and the Indian is competent, does it follow that there are other Indians who are not competent? Give them the opportunities. Look at the railways all over the country. Is there a single Indian Agent of the Indian railways? These railways have been feeding several mouths in England. They have been feeding several Englishmen in India and the men that these railways feed ought to be grateful to the country which is feeding them and provide opportunities for Indians. For the last 150 years they have been ruling us in this country. The Railway Board has become almost a rival institution to the Governor General's Executive Council. It is all well and good to say that the Railway Board are responsible to the Railway Member. Nobody disputes that. My question is not one of responsibility at all. The Railway Member was not answering my question when he said that Sir Purshotamdas or for the matter of that Mr. Srinivasa Iyengar were assuming a particular attitude with regard to control. I merely quoted that as a particular view point. I do not present that view point today because I find that Mr. Neogy had given a cut in connection with "The Constitution of the Railway Board." I was merely emphasising the question of the Indianisation of the Railway Board and the Honourable the Commerce Member is animated by the same animus towards the association of Indians in the Railway Board which characterized his predecessors in those days when Indians demanded the Indianisation of the Viceroy's Executive Council. If the Government mean business, I expect them, as soon as vacancies arise, to provide jobs for Indians as

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Agents of the railways. When that comes about, Indians will justify their choice, but in the meantime I am extremely disappointed with the Honourable the Railway Member's speech.

3 P.M.

Mr. President: The question is:

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

The Assembly divided:

AYES—40.

Abdur Rahim, Sir.
Aggarwal, Mr. Jagan Nath.
Anklesaria, Mr. N. N.
Azhar Ali, Mr. Muhammad.
Bhuput Sing, Mr.
Chetty, Mr. R. K. Shanmukham.
Das, Mr. A.
Das, Mr. B.
Gour, Sir Hari Singh.
Ismail Ali Khan, Kunwar Hajee.
Jadhav, Mr. B. V.
Jha, Pandit Ram Krishna.
Jog, Mr. S. G.
Krishnamachariar, Raja Bahadur G.
Misra, Mr. B. N.
Mitra, Mr. S. C.
Mujumdar, Sardar G. N.
Neogy, Mr. K. C.
Pandian, Mr. B. Rajaram.
Pandit, Rao Bahadur S. R.

Puri, Mr. B. R.
Raghubir Singh, Kunwar.
Ranga Iyer, Mr. C. S.
Rao, Mr. M. N.
Rastogi, Mr. Badri Lal.
Reddi, Mr. P. G.
Roy, Kumar G. R.
Sadiq Hasan, Shaikh.
Sant Singh, Sardar.
Sen, Pandit S. N.
Shafee Daoodi, Maulvi Muhammad.
Shah Nawaz, Mian Muhammad.
Shahani, Mr. S. C.
Singh, Mr. Gaya Prasad.
Sitaramaraju, Mr. R.
Sohan Singh, Sardar.
Thampan, Mr. K. P.
Tun Aung, U.
Yamin Khan, Mr. Muhammad.
Ziauddin Ahmad, Dr.

NOES—42.

Abdul Qaiyum, Nawab Sir Sahibzada.
Acheson, Mr. J. G.
Alexander, Mr. W.
Allah Baksh Khan Tiwana, Khan Bahadur Malik.
Ayyangar, Diwan Bahadur V. Bhashyam.
Bajpai, Mr. R. S.
Banarji, Mr. Rajnarayan.
Baum, Mr. E. F.
Boag, Mr. G. T.
Cocke, Sir Hugh
Crerar, The Honourable Sir James.
Dalal, Dr. R. D.
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.
Jawahar Singh, Sardar Bahadur Sardar.

Khurshed Ahmad Khan, Mr.
Maswood Ahmad, Mr. M.
Montgomery, Mr. H.
Moore, Mr. Arthur.
Morgan, Mr. G.
Mukherjee, Rai Bahadur S. C.
Parsons, Mr. A. A. L.
Rafuddin Ahmad, Khan Bahadur Maulvi.

Rainy, The Honourable Sir George.
Rajah, Rao Bahadur M. C.
Rov, 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.
Svkes, Mr. E. F.
Tin Tüt, Mr.
Young, Mr. G. M.

The motion was negatived.

Grievances of Third Class Passengers.

Mr. C. S. Ranga Iyer: Sir, the next motion runs thus:

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

I do not want, Sir, to take more than three minutes on this very hardy annual, but which nevertheless is a very important question. Sir, in England and on the Continent, though there are third class passengers in large numbers, you do not find the same overcrowding. (*Several European Non-official Members*: "Question", "Question".) Have the Railway Board thought over that? I find some European Members on that side of the House questioning my statement that there is no overcrowding in third class compartments in England. I believe they forget that the very make-up of the compartment is different. Each passenger is provided with a seat which has something in the nature of a moveable arm, or I do not know how to put it, in certain of the compartments. In certain other compartments people wait their turn, because a large number of trains is run and therefore the people can take their turn. They wait in queues outside the platform gate as at the booking office. They do not rush into the compartments. Unfortunately in India the trains that are run are very few and far between. Therefore the passengers are packed in in an awful manner. If the European Members over there have any idea of how compartments are packed in this country, they will be the very first to say that there is some kind of contrast between overcrowding in third class compartments in this country and in their own country.

Mr. Arthur Moore (Bengal: European): What about strap-hanging?

Mr. C. S. Ranga Iyer: I would ask the Honourable Member to rise up and develop that argument himself, and also try to help us in some of the difficulties that we have got and tell the Honourable the Railway Member how to solve those difficulties, because I think he is also interested not only as a journalist but also as a Member of this House in removing the grievances of the third class passengers. Sir, the third class passengers are the backbone of the railways. The enormous income that comes to the railways comes through them, and it is but fair that this overcrowding of the third class compartments should be reduced and the Government should pay a little more attention to this question which has been year after year put before them in lengthy speeches.

The Honourable Sir George Rainy: Sir, I must say that the Honourable Member has given me singularly little material for a reply because, beyond a reference to what he said was a well-known state of affairs and a denial that overcrowding existed in England there was no point of substance taken. On the point of overcrowding in England I would admit at once that, except on special occasions when there is some special rush of traffic or on the suburban railways during the rush hours, you do not get overcrowding to the same extent as in India. I do not know if my Honourable friend has travelled on the Italian railways. But I know that in 1921-22 I saw overcrowding on the Italian railways to an extent which was I think quite as bad as anything that I have seen anywhere. If one wished to go from one's carriage to the restaurant car one found the corridor crowded from end to end and it was extraordinarily difficult to get through the crowd at all. However, we are not so much concerned with what takes place in other countries, as to try and improve what takes place in our own country. Now, this question of overcrowding in railway carriages is one of those connected with the comfort and convenience of passengers which have been fully considered by the Central Advisory Council during the last 18 months. All the various suggestions that were made for

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increased comforts for passengers were considered by the Council, and every suggestion made was communicated to the Agents. What we found most effective in preventing overcrowding was the holding of censuses from time to time of particular trains. That is done on some day not announced beforehand. A census is taken at a series of stations all down the line on one of the through trains, and if it is found that there is overcrowding, arrangements are made to run additional trains at the points where the overcrowding takes place. Very often you find that the overcrowding is not from one end of the journey to the other but for one particular section, and it may be possible to remove that overcrowding by the addition of one local train. I think that system was first initiated on the Bombay, Baroda and Central India Railway at the suggestion of its local Advisory Committee. It has since been extended, I believe, to all the large lines. In that way it is possible to find out what the state of affairs is and to take measures to put things right. But it is not the case that it is a matter to which we in the Railway Board and in the Government of India are in any way indifferent: We are doing our best to bring about an improvement. At the same time I must repeat the warning which I gave when I introduced the Budget and remind the House that, when the most insistent and urgent need is economy, it is not possible to provide services on the scale we should like to do and as we are able to do at more prosperous times. I think, Mr. President, I have covered all that my Honourable friend has said.

Mr. C. S. Ranga Iyer: Sir I beg leave to withdraw the motion.

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

Indianisation Policy in the Railways.

Mr. C. S. Ranga Iyer: Sir, I do not propose to move motions Nos. 15* and 16† as I find identical motions later on standing in the names of other Honourable Members. So I will move motion No. 17 which runs as follows :

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

I do not want to take up much of the time of this House in regard to this matter, but I have got certain specific grievances which I want to place before the Honourable the Railway Member. Sir, I find on page 58 of the Report by the Railway Board on Indian Railways for 1929-30 Indians being described as “Statutory Indians”. We find under “Statutory Indians”, Hindus, Mussalmans, Anglo-Indians and other communities. It is very interesting to be told by the Government of India that the Hindus are Statutory Indians or for that matter the Mussalmans. I think we are Indians; we are not Statutory Indians. By Statutory Indians we hitherto understood that it meant those who have been made Indians by statute, that is to say, Anglo-Indians. I suppose it is as a cloak for the kind of arrangement that has been made in the memoranda that have been

*“That the Demand under the head ‘Railway Board’ be reduced by Rs. 100 (Labour problems in the G. I. P. Railway.)”

†“That the Demand under the head ‘Railway Board’ be reduced Rs. 100 (Publicity Bureau and the need for reduction if not abolition.)”

submitted to us, that they have used the term "Statutory Indians". It was in the year 1925 that they did not give any specific figures in regard to Anglo-Indians. They included them under "other communities". But I find that that has been improved on in the Report for 1929 and also in the table under 1930. I would suggest to the Railway Member when the Railway Board present their Report next time, to take note of two things, to remove the word "Statutory" before Indians; and if the Anglo-Indians are unwilling to be called Indians and it is only to bring them under the more comprehensive umbrella of "Statutory Indians" that this proviso has been made, they may as well appear in a different category altogether as they did appear before the phrase "Statutory Indians" was discovered as applicable to the Indian people. That is the first thing which I want to bring to the notice of the Railway Member. The second thing that I want to bring to his notice is this: Europeans in the State-managed railways number 800, and the total number of Indians is 470; and under "Indians" you also include 101 Anglo-Indians. There are, I find, only 55 Mussalmans,—the number is indeed very small in proportion to their population. You also find among "Other communities", 51. It would, I think, be better in the interest of the policy that the Government have inaugurated in this Session henceforth to note down the numbers and names of the other communities as well. They ought to show the figures not only under the categories of Hindus and Muhammadans and Anglo-Indians but also Sikhs and other communities. Perhaps my friend, Mr. M. C. Rajah, wants that the Depressed Classes should be shown separately and he is entitled, I think, to demand that there should be a column for the depressed classes. Let the Government leave it blank if there are no representatives of the depressed classes; but let them give the depressed classes the opportunity to show and to know whether they have been deprived of their rights under the more comprehensive phrase "other communities". I cannot find from this Administration Report how many Sikhs are among the gazetted officers on the State-managed railways and also on the Company-managed railways. I do not know how many Parsis there are and how many members belonging to the depressed classes there are. I do not know how many Indian Christians there are. The Sikhs, for instance, are a very important section in the Punjab. They have a very valuable record. I will not describe them as some one described them in this House as not birds but "bats". They are neither birds nor bats, Sir, they are not beasts either. They are men and men who have done a great deal for India and for themselves and for the Punjab, as well as for the whole country, and I do think that they should also be included under this grouping of Indianisation.

Now, Sir, I come to the question of number. The number is really most unsatisfactory. For instance, in the Company-managed railways you have 1,415 Europeans and it is stated that you have only 732 Indians, I mean in the gazetted rank. Here, Sir, I might also point out that the Administration Reports are not sent to the Members of this House. They are given them no doubt the moment they apply for them. But it will be convenient if just some days before the actual discussion, the Members are provided with the Administration Reports, because I do feel that many Members sitting behind me have perhaps not seen the Administration Reports. Some even do not know that the Administration Reports

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are available. I am sure if they had gone through them, they would have been able to present the case much better than I am able to do myself. It is unfortunate that the Railway Member did not circulate this Administration Report to the Members here, because the Memorandum they have sent to us does not contain the facts that you have on page 58 and other pages of this Report, and in the brief time before me it is not possible for me to go into all these facts and to criticise them, and it is but proper that Members should have these before them before the general discussion on the Budget is raised.

Sir, let us study the figures for 1930 as given in the Administration Reports and see if Indianisation is being carried on as it ought to be, or if Europeanisation is still predominant, and if so, to what extent. Among the gazetted officers in the State-managed railways in 1930 there were 800 Europeans, as I said; Indians, 369 and Anglo-Indians 101. But if you group Indians and Anglo-Indians under the category of Indians, which I do not propose to do until the Anglo-Indians agree to call themselves Indians, then I can understand the compilation that they have come to here under the head, "Statutory Indians".

Then, Sir, I come to those who are getting a pay of Rs. 250 per mensem and over on Class I railways as shown on page 59, of the Administration Report. There you find that there are 1,415 Europeans and 1,570 Hindus. Fancy, we are supposed to be a majority community, Sir, and we are supposed to be drowning everybody else as Maulvi Muhammad Yakub made out in his speech yesterday. We are told we are the "swallowers" of everybody else and we are only 1,570, while Europeans are 1,415. That is what the statement of subordinates on scales of pay rising to Rs. 250 per mensem and over on Class I railways, excluding His Exalted Highness the Nizam's Guaranteed State and the Jodhpur Railways, on the 1st April, 1930, shows.

Now I come to the Mussalmans who have a larger stake and a larger grievance in this country. There are only 326 of them. Fancy, 1,415 Europeans and only 326 Mussalmans. I do not want that Mussalmans should not have their chance; but I would rather suggest it should not be at the expense of the Hindus who are the sons of the soil, but at the expense of the Europeans because, after all, we have a right to Indianise the services. Sir Abdur Rahim, in his beautiful speech, has pointed out that everybody must live and let live, and let us not in this course of Indianisation try to fight against each other. Mussalmans must have their right; so must Sikhs; so must the Hindus, and there is ample room for progress for all. We have 1,415 Europeans if you please, and then we come to the Anglo-Indian community. 2,652 Anglo-Indians, that is what this statement shows. How many Mussalmans? 326. Take the proportion in the population. Are the Mussalmans a large number in the population? Are the Anglo-Indians a larger number in the population? And take my own majority community, which does not like to be treated as a woeful minority in the country, and the Hindus are only 1,570.

Then other classes: I do not know how many Sikhs are included in the "other communities". I do not know how many members of the Depressed Classes are included in it; I do not know how many Indian Christians are included in it. But each of these classes, taken individually, have a larger number of population in this country and I think I am entitled to

ask the Railway Board, I am entitled to ask the Railway Member, is this the manner in which they have been carrying on Indianisation? I have not so far had a reply from the Honourable the Railway Member to my suggestion that the recruitment of Europeans and Anglo-Indians must stop until and unless racial proportion is equalised, and I do hope, Sir, that this matter will engage the attention of the Government and the Railway Member. Now they have taken the bold step in the direction of recognising one community's interests even though not adequately, not satisfactorily as its representatives have pointed out. But once you have taken that step, you must follow it up with courage, which alone can bring about results that are satisfactory. Therefore, Sir, I do hope that the Honourable the Railway Member, while replying, will bear these points in mind. And I hasten to conclude as I do not want to deprive other speakers, if there are any—because it is an important question—of their opportunity to speak.

Mr. B. Das: Sir, I congratulate my friend, Mr. Ranga Iyer, on his very able speech on this motion. He has pointed out the main trouble about Indianisation. He has told us how statutory Indians predominate on our railways besides the Europeans. I do not mind recognising statutory Indians as Indians as long as they come and accept the status of Indians; but so long as they are allowed special privileges in the Auxiliary Force and the Territorial Force and so long as the railway authorities take these statutory Indians employed in the Auxiliary and Territorial Forces to shoot down the Indian railway workmen I condemn the employment of every statutory Indian on the railways. I think the time has come or it is coming very shortly when the statutory Indian, whoever may be their representative here or outside in the country, must give the Indians this assurance that they want equal rights and equal status with Indians and they do not want to come by the back door to shoot us innocent people from the front. Mr. Ranga Iyer has proved that the Europeans and Anglo-Indians are predominating in our railway services, and in the name of Indianisation, Anglo-Indianisation is going on.

As I was pointing out, although I appeared to be a little bit irrelevant on the previous cut, I was only criticising the Railway Board because they set the policy of recruitment of Indians in the various railways. As I was saying, although this 70 per cent. or 60 per cent. of Indian recruitment in the permanent cadre may be true, there are thousands of Europeans today serving as engineers and in other jobs on the temporary cadre, and everybody knows there is a census survey going on; when the census report is out, if those who are taking this enumeration put down the posts of these Europeans who are engaged in the different railways on temporary service, it will be found that the number of these temporary Europeans and Anglo-Indians is myriad and in every case they take the bread out of the mouth of a qualified Indian who may have qualified himself in and out of India.

I do not want to speak again about the civil engineers about whom I have spoken on previous years and something has been spoken this year, but I want to speak on behalf of the mechanical and electrical engineers who never find any recruitment in India. Three or four years ago Pandit Madan Mohan Malaviya brought up prominently the case of an Indian gentleman recruited as a locomotive engineer, Mr. Banerji and

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how he was hounded out of the locomotive department of the East Indian Railway. The same process is going on today. Such is the system of training and treatment by the European superiors that any Indian who is taken as a probationer is hounded out of the service and he is not allowed to remain in the service. The process of electrification in the G. I. P. that I referred to the other day was it was said a process to bring more revenue to the G. I. P. I challenge that. It was only another method of Europeanisation of the services on the railways. So far as I understand, the consulting engineers, Messrs. Merz and McLellan are still controlling the system of appointment of electric engineers in the G. I. P. railway at Kalyan Power House and those portions of the railway which have been electrified. It seems that the Railway Board asked Messrs. Merz and McLellan to engage a few Indians—I have got the whole case before me—and it seems they at last recruited four Indians who have now served five years there and who did their work admirably.

(At this stage Mr. President vacated the Chair which was taken by Mr. Deputy President.)

But such is the Railway Board's policy, it may be there is an order—may be a written order or may be oral instructions gone down from the all-high quarters of the Railway Board—no Indians should find a place as electrical engineers in the Railway Department and in the electrification scheme of the G. I. P. Railway and today in the Kalyan Power House, as far as I understand, Europeans get a salary of Rs. 11,000 total per mensem. while the Indians get a few thousands as clerks, charge men, etc. I can hand over the cases of the four gentlemen who have worked for five years for Messrs. Merz and McLellan and I want to ask the Honourable the Railway Member the question whether these engineers who were engaged by the consulting engineers at the suggestion of the Railway Board and if so whether these engineers have not proved their fitness for those jobs during these five years. What is the necessity of driving them out today? I say those who are in the Railway Board or looking after the technical side of the G. I. P. railway want to drive out every Indian so that another European can be engaged.

The Company-managed railways have not come up to their agreement about Indianisation which the Honourable the Railway Member and the Railway Board wanted them to fulfil. If they accepted the Lee concessions of 1924 they ought to have come forward and Indianised their superior services whether transportation or engineering or any other department to the extent of 75 per cent. It may be that my friend Mr. Hayman has visited the different Agents five times in the year, but I want to know from him what explanations they can offer for this slow process of Indianisation and I challenge any Agent who will say that he cannot find an Indian to become a transportation officer or an engineer, whether mechanical or civil in the different railway administrations.

My friend, Mr. Ranga Iyer, rightly drew attention this morning to the fact that so far no Indian has been appointed as an Agent. As far as my recollection goes, no Indian has yet been appointed even to act as Deputy Agent. I would like to be corrected if I am wrong and if there is one single solitary instance of an Indian working anywhere as a Deputy Agent. You do not want a senior officer for this job. But

you cannot find even Indian Divisional Superintendents on the various railways. I am not talking of the company-managed railways: I am talking of the State Railways, the E. I. R., the G. I. P. R. and the N. W. Ry. What is the use of talking about Indianisation of 60 and 70 per cent. when the spirit is Europeanisation and European control and the Indian should be placed only in subordinate positions and should be dismissed or sacked for no fault of his because he does not fit in with the spirit of Europeanisation policy of the Railway Board?

There is another fallacy which I want to expose as regards this system of recruitment of engineers and transportation officers by the Public Service Commission. Last year I drew the attention of the Railway Member to this and I again draw his attention to it. An expert, either a mechanical engineer or electrical engineer from the Railways of the Railway Board goes to advise the Public Service Commission in the matter of selection and usually it is a European because there are no Indian mechanical or electrical engineers on the railway at present. And what does he do? In the process of cross-examination he eliminates every Indian candidate and when we come even to chargemen who are appointed on Rs. 600 or Rs. 700 in the E. I. R. and G. I. P. railway, though they are not superior services—they are only provincial services—even there Indians are not recruited for those posts. How long will this policy of discrimination go on?

Then there is another thing, Sir. Sir Clement Hindley while he was a Member of this House,—I think this House was too democratic for him and he translated himself to another sphere,—Sir Clement Hindley explained his policy of Indianisation by telling us that he has started Railway schools at various centres such as at Chandausi, Jamalpur and Dehra Dun. But what is the system? The system is such that no qualified Indian officer can come out of those schools unless a man has spent five or six years there. That means the process of Europeanisation goes on, and these youngsters who will come after six years will naturally take a much junior place. A friend of mine while travelling on the E. I. Railway came across two Anglo-Indian boys who were returning from a competition for admission into the Jamalpur School, and one of those Anglo-Indian boys remarked that there were hundreds of nigger boys, as candidates, but those nigger boys could not talk English nor reply to questions, and we had our own way and we got admitted into those schools. Now, has Mr. Hayman or the Honourable the Railway Member ever taken stock of the number of applications that come from Indians, Anglo-Indians and country-born Europeans? What is the proportion of recruitment of different races to the various engineering schools whether it is at Sini on the B. N. Railway or at Jamalpur on the E. I. Railway? I have every confidence in the honesty of my Honourable friend Sir George Rainy. If he thinks that proportionate recruitment has been done on a population basis, I shall bow to whatever he says, but the information I have in my possession is quite different, and I have the authority of those who know the inside working of these things that in every case European engineers sit on the Selection Board, and they do everything to disqualify the Indian boys who are passed matriculates or F.Sc.'s or I.Sc.'s, and in every case Anglo-Indian boys who have gone through three or four standards of a European school are selected. The story

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which I just narrated indicates not only the mind of the Anglo-Indian and European boys who spend 3 or 4 years in a European school but of those who sit on the Selection Committees. My friend Mr. Chatterjee talked of the quota system, and some Honourable Member of this House said that it should apply to every community, to every province and to every locality. Two years ago my friend Mr. Parsons told us that to recruit junior accountants to the various provinces he would hold an examination in the provinces. So far as I know, no such examination has been held in any province; but if so, nothing has been done in Bihar and Orissa. I particularly drew his attention to it, and I again draw his attention, that in the process of Indianisation, whether in the superior or subordinate services, if you want to look after the Muslim seats, the depressed communities and the Anglo-Indians, do it by all means, but with regard to the distribution of posts, distribute them province by province. No provincial quota is determined nor any action is taken, because accidentally the headquarters of the Government of India happens to be in Delhi and Simla, and not in Patna or Cuttack.

Sir, I do not want to flog a dead horse. We have done it every year; everybody wants, even the Treasury Benches desire it, that there should be least bickering on the floor of this House this season and that we should arrive at a common understanding in a spirit of conciliation, and it is in that spirit we should approach this subject. If I have severely criticised the Railway Administration, it is because I feel that I being an engineer I have every right to do so, because I know the amount of ill-treatment to which Indian engineers are subjected to in the various railways, and I speak with past bitter experiences of mine and of my friends. I again appeal to the Treasury Benches that in all future recruitments let racial discrimination be banished and let an impartial body make the recruitment. Sir, I challenge the present constitution of the Public Service Commission. I do not want to drag my Honourable friend Sir James Crerar to his feet but I challenge the constitution of the present Public Service Commission. Let the constitution of that impartial body which will make recruitment in future be such that no charge will be levied against them that they are practising racial discrimination and they are standing in the way of Indianisation.

U. Tun Aung (Burma: Non-European): Sir, I feel I am in a rather difficult situation with regard to this motion in view of the fact that the question of separation of Burma from India is still in the air. Although that question is not settled, I feel—and it is a fact—that we are still part and parcel of India, and as such the policy of Indianisation equally affects my own country. I have not been able to peruse the Administration Report, and so I cannot say at the present moment what is the percentage of employment given to Burmans in Burma. But as I said the other day when the Honourable the Railway Member made his speech in introducing the Railway Budget, the railway service is one of the important services in Burma, and any one visiting Burma will find that the Burmans are conspicuous by their absence in that service. The employment of Anglo-Indians is extremely prominent for reasons best known to the authorities. I cannot understand why the Burmans should not have the chance of enjoying the same privileges as other nationalities

in Burma in so far as the employment in the railway service is concerned. I feel, Sir, that the time has now arrived when this policy of Indianisation, which I say should include Burmanisation as well until the province of Burma is separated, should be given effect to in recognition of the due claim of the sons of the soil.

In the motion made by my friend Mr. Ranga Iyer he mentioned the depressed classes and other communities, but probably he lost sight of me and therefore did not make any mention of Burma.

Mr. C. S. Ranga Iyer: I owe the Honourable gentleman a most sincere apology. It did not occur to me at all, and I do say that Indianisation should apply to Burma as well. I only included Burmans under Indians because Burma has not yet been separated.

U. Tun Aung: I am much obliged to the Honourable Member that he did in his mind include Burmans in this policy of Indianisation. I only wish to say this, that so far as Burma is concerned, the Railway Member should at least ask the Agent there to make a special note that whenever there are applications made by Burmans of equal education and equal merit they should not be ignored. I understand—of course, I am subject to correction—that the services in Burma, so far as the railways are concerned, are particularly, or to a great extent, meant for Anglo-Indians. (*An Honourable Member:* “It is the same thing everywhere.”) That is rather a regrettable feature, and the time has now arrived when this should be rectified. Until Burma is separated, I would ask that the policy which has been recommended by my Honourable friend, Mr. Ranga Iyer, should be followed as far as practicable in the case of Burmans also.

Kumar G. B. Roy (Surma Valley *cum* Shillong: Non-Muhammadan): Sir, I represent a class of people who do not find relief even in their provincial headquarters. On the question of railways I moved a Resolution in the Assam Legislative Council, but the reply was to the following effect:

“But we in the Public Works Department had to protest to the Legislative Department and whether this was pointed out to His Excellency, I do not know. We did protest to the Legislative Department. The resolution has however been admitted. Under definite instructions from the Government of India we the Government Members cannot discuss this resolution. All that I can, therefore, say is, that if there is any discussion over this question by non-official members, I will submit the proceedings of the discussion to the Government of India who may place it before the Railway Board for any action they may consider necessary.”

That is the state of affairs there. Now, as regards Indianisation, in Government managed railways the representation of Indians is something like 1,896 against 4,067 of Anglo-Indians and Europeans. The total population of Indians is about 315,132,537, and that of Anglo-Indians about 1,13,012, and of Europeans about 1,74,057. When you have got such a big gap in this, there is no use of complaining about what is being done in our parts by the Assam Bengal Railway. The question was discussed on the floor of the Assam Legislative Council. The Assam Bengal Railway is administered without taking any notice whatever of the remarks that are made by the people in the press and on the platform, or their needs. People always cry for redress, but the Railway turns a deaf ear to them. Regarding details, I have given notice of a cut motion, and I will deal with them then. (*Sir Hari Singh Gour:* “Deliver that speech now.”) (There were also interruptions by other Members.) All right.

Mr. Deputy President: The Honourable Member need not take those suggestions. He can proceed in his own way.

Kumar G. R. Roy: I moved the following Resolution :

"This Council recommends to the Government that immediate steps be taken to urge on the authorities concerned to make the following improvements for the convenience and safety of the passengers in the Assam Bengal Railway and for the general public :

- (a) That raised platforms under proper sheds be constructed at all the stations on the Assam Bengal Railway.
- (b) That facilities be provided for the passengers. . . . "

Mr. Deputy President: Order, order. The Honourable Member must remember that we are just at present dealing with the question of the Indianisation policy of the railways, and his reference to the Assam Bengal Railway must be relevant to the particular question of Indianisation.

Kumar G. R. Roy: Yes, Sir. I will come to that point. But I wanted just to give the House a little idea of the Assam Bengal Railway as to how it is run there and under whose care. Sir, I have been hearing the speeches regarding Indianisation throughout this morning and this afternoon. An argument has been adduced on the other side that efficient Indians are not to be found to take charge of the responsible posts in India, and hence it is necessary that Europeans should be recruited. But, I have one or two instances on my side here. Perhaps, the Honourable Member in charge of the railways has heard the name of Rai Bahadur Girish Chunder Das, who is the Chief Engineer of Martin and Co.'s Light Railways. I am sure he has not made a mess over there. Again, we have Rai Bahadur Rola Ram in the Eastern Bengal Railway. I think he has also not done anything which may lead the railway authorities to give a black mark against him. I do not want to take up the time of the House by naming many, and therefore the argument on the ground of efficiency cannot hold water. But it is a curious thing that Members on the other side of the House cannot cite one single instance throughout the whole world where the people who pay are not cared for by those who are paid by them, and India is the only example of that sort. We pay, but the tune is not according to our choice. That is the funniest part of the whole thing. The maxim is, he who pays the piper calls the tune.

4 P.M. Now, I see in the papers that Indians are going to get Dominion Status and so on. I do not know much about that because I am not a very big politician. Neither have I got the head to think of those things, because they are big vocabularies which are very hard to utter. The thing is this. It is said that every effort is made to educate Indians to take up the administration in their own hands. In the same breath it is also said that they are not capable of managing their own affairs. If they are not able to manage a railway, that is a common carrier's business, then how are they going to carry on the administration of the country? The whole thing is a tale of flattery and tall promises. It is better to be frank and say straight that you are not going to give us anything; say that we must pay, and you will play according to your own fancies. Say that this Assembly is a sham and everything else is sham. Otherwise what is the meaning of this Indianisation, when Indians cannot be masters in their own home? What is the good of using long long words and big big vocabularies? With these words, for the present, I take my seat and I support the motion of my friend Mr. Ranga Iyer.

Dr. Ziauddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): I was rather surprised at the attitude taken up by Members of the Treasury Benches on the last cut about Indianisation. They have placed themselves in a false position. They say on the one hand that they are going to Indianise everything, including the Army, but they are not willing to Indianise the Railway Board. They have placed their supporters, the nominated Members, in a still more difficult position, because they have shown to the whole world that these are a set of men who are selfish and not in favour of the Indianisation of the Railway Board. But I do think, Sir, that the mistake does not lie so much on the Government side as on the Honourable the Mover himself, because the question of the Indianisation of the services ought not to be raised at all. This is an established fact, the conditions under which the Assembly accepted the Railway convention guarantee that there should be speedy Indianisation of the whole Department. Therefore it is a question which has been settled once for all, and we ought not to raise it, and the only point at issue is that the Government have deliberately violated the pledges that they have given to the Assembly. They have not observed the condition precedent under which the Assembly accepted the convention and there ought to be a vote of censure on this particular point for non-observance of the conditions which they explicitly accepted when we discussed the question of convention. Therefore to my mind this question of Indianisation of services has been settled once for all when the Assembly accepted the convention which laid down two explicit conditions. One was the speedy Indianisation of the services, and the other was the purchase of stores in India. So many years have passed since that convention was introduced and we still find that in the superior services Europeans are 73·18 per cent., Indians are 26·82. In the lower grade services, where the salary is Rs 250 or more, we find 63·50 are Europeans and Anglo-Indians and only 36·50 are Indians. This is the state of affairs and we must see that the conditions under which the convention was accepted are observed and followed.

Mr. A. M. Hayman: Sir, I have made it a practice of my life always to try to see to the utmost the point of view of those who hold a different view from my own. I have listened carefully to the speeches of my friends Mr. Banga Iyer, Mr. Das and Dr. Ziauddin but cannot find myself in agreement with them.

An Honourable Member: Also Mr. Gopika Romon Roy.

Mr. A. M. Hayman: I stand corrected. I feel that it is only fair to the Government Benches that I should place clearly before the House one aspect of this case which I think has been definitely avoided by my Honourable friends opposite. Honourable Members opposite argue as though we are writing on a clean slate. They say the position in the services at the present moment is Europeans so much per cent.—a high percentage no doubt. In the composition of the subordinate services, upper grades, Europeans and Anglo-Indians, the percentage is so much—a high percentage they say. From this they proceed to challenge the Government and to say that Government have broken pledges in this matter of Indianisation of the railway services. Now, Sir, let me take the most important of these services, the superior railway services. Let me read to the House

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just a small sentence to show what our obligations in this respect are. I refer to a passage on page 53 of the Report for 1929-30: It runs thus:

"The extension of the existing training facilities should be pressed forward as expeditiously as possible in order that recruitment in India may be advanced as soon as practicable up to 75 per cent. of the total number of vacancies in the Railway Department as a whole, the remaining 25 per cent. being recruited in England."

If I remember rightly, that undertaking was given only about five or six years ago. There were many in this House and outside the House who thought that it was going to take almost a century before the recruitment of Indians in our superior railway services would mount up to 75 per cent. Now, Sir, one of the first things I did when I took up office as a Member of the Railway Board was to make it my duty to take all possible measures to bring up the recruitment in the course of a year or two of Indians to 75 per cent. and if Honourable Members will read the Report of the Railway Board for the year 1929-30, they will find that the goal has been attained, and I see no reason whatever why in future years we should not recruit Indians up to the full extent of the 75 per cent. of the vacancies in the superior services.

(At this stage Mr. President resumed the Chair.)

That is not a tale of broken pledges. It is a tale of a serious pledge fulfilled at the very earliest possible moment. Honourable Members opposite may feel a certain amount of dissatisfaction that the same percentage rate of recruitment of Indians to the superior railway services has not been attained on the company-worked railways. I share that disappointment, but there were real practical difficulties which confronted the Company-managed railways. We have been endeavouring to help them to get over those difficulties. Let me once more turn to what is stated in the Administration Report regarding the percentage of recruitment during the year 1929-30 of superior officers on our Company-managed railways. On page 57, para. 89 of the Report, Honourable Members will find that on Company-managed railways, the recruitment of the total number of vacancies is as follows. Engineering 71 per cent., Transportation Traffic and Commercial, 80 per cent., and Transportation Power and Mechanical 36; That is to say, if the Transportation, Power and Mechanical Engineering Departments are omitted, the Company-managed railways also have recruited up to 75 per cent., of the vacancies. Now it is easy to understand why the Company-managed railways have not recruited a greater percentage than 36 per cent. for the Transportation, Power and Mechanical Engineering Departments. When last year we went in for the expedient of testing the market in England and here for young Indians we were prepared to take 8 recruits to fill vacancies on our State-managed railways. The efforts we made resulted in our obtaining only 7 recruits. Therefore, there was none that we could offer to the Company-managed railways to take into their Departments and to raise their percentage of recruitment of Indians.

Mr. B. Das: Do you mean that you only received 7 applications, and that there were no more qualified applicants?

Mr. A. M. Hayman: I am quite sure that the Public Service Commission and the Secretary of State, who were asked to recruit for us, received more applications than seven, but we laid down the minimum

qualifications required (they were very much lower than we would have ordinarily required, and we removed the age limit) and the Secretary of State and the Public Services Commission could only recommend 7 candidates as possessing anything like the required qualifications. I think this is a sufficient answer to the criticism that has been made by my Honourable friend, Mr. Das, on this point. Sir, my Honourable friend, Mr. Das, I think, referred to the case of some Indian Mechanical Engineer who he alleged had been dismissed from the service for no good reason, and he went on to say that Government were taking no care of these young recruits so that by our not taking care of them they drifted to a position where they were declared to be inefficient and thus lost their posts.

Mr. B. Das: Yes, that is my charge.

Mr. A. M. Hayman: I am very glad my Honourable friend repeats the charge, because by stating the facts, I may at least carry the rest of the House with me when I say that we go out of our way to make our young officers efficient. Now I will take the very case of the seven recruits that we took into our Mechanical Engineering Department last year. About three or four of them had qualifications that, with a certain amount of practical experience, would fit them fully for the duties of junior officers in those Departments. But there were two or three who did not quite have all the qualifications, and the authorities who recommended them said that we might try them—that we might give them training for a year or so and then only take them into our service if they proved really fit for the duties of these posts. Now, Sir, I immediately called together three or four of our experienced mechanical engineers and I said to them, "You must study the details of the training that these young men have had and you must formulate for me draft detailed instructions for the Agents of our Railways which would ensure that these young men get such special training in those parts of their profession in which they are defective". Sir, I ask is that not going out of our way to make the Indian recruit efficient, or are we leaving him to himself in order, as Mr. Das suggests, that we may get indifferent reports? Sir, I am happy to say that the reports we are getting of these seven recruits, who were taken last year, so far as we have received them, all show that they have made good use of their time; and they have been recommended for confirmation. But I go a step further to meet this challenge of my Honourable friend, Mr. Das, because I think his challenge is a serious one

Mr. B. Das: It is a challenge on the facts.

Mr. A. M. Hayman: Well, this House should know that Government have every desire not only to apply the declared policy of Indianization in making recruitment but that all steps should be taken to see that young Indian officers are given every chance of becoming efficient. We do feel that as we get Indians into the service we ought to do all that is possible to make them efficient. Now let me, to illustrate our intentions, give an instance in which we have dealt not only fairly but leniently with a young probationer. We had an Engineer probationer, who was removed from the service because he was reported on as not having given satisfaction. Now I called for all the papers in that officer's case. I found that during his period of probation there were a few months in which, instead

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of being out on the works and learning his job in a practical way, through some misunderstanding he was brought into the office and made to work as an office man. I at once said to the rest of the Members of the Board that this young man was not given a fair chance but was deprived of three or four months' practical training and therefore we should put him back and give him those months of practical training and then decide whether he was fit to be taken permanently into our service or not. The Board agree to this.

Mr. B. Das: That was good of you.

Mr. A. M. Hayman: Perhaps I might say just one more word on this question of training. Here also in the last year or two we have overhauled all our methods of training our probationers. We have laid down in the rules instructional courses all directed to helping our probationers to get to that state of efficiency which I must say we had when we got young European engineers from England. It is our desire, I repeat, to make our young Indian officers efficient, and I, Sir, enter a strong protest against the remarks made by my Honourable friend, Mr. Das, that we neglect them in any way.

Sir, there is a small point in connection with the recruitment for our superior services that I should like to mention before I pass on to deal with the numbers in the upper subordinate grades. One or two Honourable Members on the opposite Benches are apt at times to doubt the accuracy of the facts placed before them. Now last year when I spoke on the subject of recruitment of our superior services, my Honourable friend, Mr. Neogy, very rightly remarked that there were certain discrepancies from year to year in the figures relating to recruitment due to additions and deductions being made because the recruits, who were given letters of appointment in one year, joined their appointments next year, and he wanted to be quite sure that those additions and deductions were so carefully made as not to prejudice the conclusions to be drawn from the figures. Now you will find, Sir, from page 55 of this year's Administration Report that we have met, what I regard to be the constructive suggestion of my Honourable friend, and we have stated in the Report that, since the primary object of these statements is to show the number of vacancies and how they are filled, an officer whose recruitment was arranged for during a particular year has been regarded as having been appointed during that year, even if he happened to join in the ensuing year. That is, in every year the same principle will be adopted in compiling the figures, and there will not be, as in the past, additions and deductions because young officers join their posts in a year different from that in which they are appointed. That is all I have got to say, Sir, on the general question of the recruitment for our superior services, and I think that I will carry the House with me when I say that the pledge which Government gave some years ago that they would recruit up to 75 per cent. of the vacancies, has so far as our State-managed railways are concerned been fulfilled to the utmost with the least possible delay; and that so far as the Company-managed railways are concerned, the only defect is in regard to their recruitment to the Transportation, Power and Mechanical Engineering Departments, a defect due to unavoidable circumstances.

Mr. B. Das: What about the covenanted hands temporarily recruited for the State railways?

Mr. A. M. Hayman: I do not quite follow what the Honourable Member is driving at because the figures I read out with regard to the company-worked railways from page 55 of the Report were for permanent and not temporary vacancies. And this would include covenanted officers, whether they are in permanent service on these railways or against temporary posts. I only wish, before I leave this question of the difficulty of company-worked railways in recruiting up to 75 per cent., to ask the Honourable Members to read what is stated in paragraph 9 of the Memorandum on the elimination of racial discrimination in the services. At one time I almost thought that what is stated there is of sufficient importance to be read out by me so that it would get into the proceedings of this debate, but I will not do so because there are one or two other points which I wish to reply upon and I think I have already taken up a great deal of time.

I want to reply to the specific charge, once more made by my Honourable friend Mr. B. Das, that in filling certain vacancies in the Electrical Traction Department of our railways we took on European officers and did not take on qualified Indians who were working with a company in Bombay. Now, Sir, in respect of all vacancies in our superior services we consider at the time what proportion falls to be made by European recruitment and what falls to Indian recruitment. That is to say, if we have to fill four vacancies, we reserve three to be filled by Indians and one by a European. If in respect of certain of the specially technical posts, we cannot get qualified Indians, either from the High Commissioner for India or from the Public Service Commission, we fill them by the appointment of Europeans. But in doing that, we do not prejudice the claims of the Indians as a whole, because to the extent to which we employ in some specialised posts more Europeans, we reduce the recruitment to some other Department correspondingly, so that on the total we shall secure the 75 per cent. recruitment of Indians.

In regard to the particular case referred to by my Honourable friend, Mr. Das, it was not the Railway Board that made the selection. The Railway Board merely stated the minimum qualifications they required for the posts. They had in mind the number of Indians that they would like to take in that particular Department in order to get 75 per cent Indians in that Department. It was on the recommendation of the Public Service Commission that the selections were made. Perhaps later on when the young Indian gentlemen, to whom my Honourable friend has referred, become a little more qualified by experience in the work that they are doing just now, they will stand a chance of being selected for employment in that highly specialised and very important branch of railway operations.

Mr. B. Das: Will you write to the Consulting Engineer not to dismiss these four electrical engineers?

Mr. A. M. Hayman: I do not think that Government will interfere in that way. It would not be right for Government to write to a private company to employ any particular person or not to dismiss any particular person.

[Mr. A. M. Hayman.]

Sir, I think I owe it to my Honourable friend, Mr. Aung, from Burma to make an observation which will meet the main point that he raised in the discussion. I want to tell him, Sir, that the Government of India and the Railway Board do not lose sight of the desirability of employing in the superior services of the Burma railways an adequate number of Burmans. We have under discussion just now the desirability of applying the 75 per cent. recruitment in respect of the Burma railways for Burmans and persons domiciled in Burma. Unfortunately I am not in a position to say what the decision of the Government of India is going to be, because the Government of India have referred certain proposals to the Government of Burma and they are awaiting a reply. It so happens that at the present moment we are making our recruitments for the year 1930-31, but the 'India' portion of recruitment for the Burma railways will not take place until the Government of India hear finally from the Burma Government and the Government of India take a decision as to the policy that is to be adopted in filling the superior posts on the Burma railways.

One other point that was raised by Honourable Members was this. Why does not the Railway Board give more information in their Report by showing the recruitment of other communities than those which is shown in the Report at the present moment? Particularly I think mention was made of the Sikh community. Now, Sir, I feel that I can say without contradiction that the Reports produced by the Railway Board each year of their administration are as big and bulky documents as reports produced by any other administration all the world over. We have necessarily to cut down the amount of information that can be given in these Reports if they are not to be over-bulky. But I do hope that the representatives of the other communities will not understand by this that no attention is paid to the extent of their representation in the services when we come to make recruitment to the services. I have in my office a complete statement of the composition of our superior services by each community, and when the time comes to fill appointments otherwise than in the direct order of merit, that statement together with the Board's recommendations is placed before the Honourable Sir George Rainy for orders, so that he may be in a position to see to what extent it is necessary to make selection of individuals belonging to particular communities for appointments to the one-third vacancies that are intended to redress communal inequalities. In other words, Sir, full consideration is given to the composition of the services by all the various communities at the time such selections are made. But, Sir, I hope Honourable Members will not understand that we only do that for the superior services. I am not going to take it on my part to say that in every office of our Railway Administrations, a similar process and procedure is gone through for the selection of members of different communities for subordinate posts; but I have made it my duty in the last two years to impress upon the Agents of our State Railway Administrations and the heads of offices that this is a necessary preliminary before they make their selections to redress communal inequalities. And I say that I will go further, and I will have the point further investigated so that, if it is necessary for the Railway Board to lay down precise instructions that Railway Administrations are to follow this procedure, those instructions will be sent out.

I will now pass on, Sir, and deal further with the question of the representation of Indians in the subordinate services. No one, I think, will deny that if the total numbers are taken into consideration the representation of Indians is adequate; in fact it is almost entirely Indian.

Dr. Ziauddin Ahmad: What page please?

Mr. A. M. Hayman: I have not yet come to the figures but I will pass on to considerations of representation to the upper subordinate grades and I will try to satisfy the Honourable Member by going straight to the figures in the document which is in his hands. I refer to the figures on page 8, paragraph 17, of the Memorandum of the Railway Board on the elimination of racial discrimination in the services. I can quite understand the dissatisfaction which Honourable Members on the other side of the House feel that an unduly large proportion of the upper subordinate posts on our railways are held by Europeans and Anglo-Indians. Here too I would appeal to them to look at this question not as if we are writing on a clean slate today, but to remember that we are dealing with figures that have come into being in the process of years; and I would ask them to see what a great advance has been made in recent years in filling the posts in the upper subordinate grades by Indians. You will find, Sir, that on our State-managed railways, between the years 1926 and 1930, the increase in the number of Europeans and Anglo-Indians, taken together, in the upper subordinate appointments was only 24, whereas the increase of Indians of all classes other than Europeans and Anglo-Indians was 896. I think I had better repeat these figures in another way. Out of a total of 920, 896 fall to Indians and 24 only to Europeans and Anglo-Indians. I think, Sir, that this represents fairly rapid Indianisation. Turning next to the Company-managed railways, you will find there that, whereas the total number of posts available to Europeans and Anglo-Indians between the years 1926 and 1930 fell by 24, the increase in respect of Indians was 254. I think those figures speak for themselves. I wish to make only one small observation before I sit down. My friend, Mr. Das, complained of the absence of Indians holding senior posts on the railways. I think the House should know that at this moment there are on the State-managed railways three Indians who are heads of Departments, two Chief Engineers and one Controller of Posts.

Mr. B. Das: Out of how many posts?

Mr. R. K. Shanmukham Chetty (Salem and Coimbatore *cum* North Arcot: Non-Muhammadan Rural): I wish to ask for information on a point arising out of this question of Indianisation. Some years back, a proposal was brought before the Standing Finance Committee for Railways for the creation of a new post on the South Indian Railway as Deputy Agent of that railway, and in according their sanction to the creation of that post, the Standing Finance Committee added a rider that an attempt must be made by the Railway Administration to secure an Indian for that post. I would like to know, Sir, what steps were actually taken by the Railway Administration to try to find out whether a suitable Indian was available to fill the post of Deputy Agent on the South Indian Railway. If my information is correct, the gentleman who is now acting as Deputy Agent on the South Indian Railway joined the service only in the year 1924. From this it is clear that this gentleman was chosen, not because he was a senior officer on the railways but obviously for certain other considerations. If a gentleman who has put in only six years in the Railway Service was

[Mr. R. K. Shanmukham Chetty.]

thought fit to occupy a very important post in the Railway Administration of the nature of Deputy Agent, I would ask my Honourable friend to inform this House whether, in their search to find a suitable person for this post either in the service of the South Indian Railway or in other railways of India, they were not able to come across a suitable Indian, and—I would like to be corrected if I am wrong—I have been told that the present gentleman is the son of the Managing Director of the South Indian Railway itself. If these facts are really true, I would submit to my Honourable friend that it is not conducive to the creation of that confidence either in this House or outside in the *bona fides* of the Railway Administration in their efforts to Indianise the services.

Mr. A. M. Hayman: Sir, it is very difficult for me to give a reply to that question, because I did not happen to be on the Railway Board at that time holding a post in connection with the filling up of appointments. I do remember the incident so far as it related to the Standing Finance Committee for Railways recommendation. But, Sir, I am not in a position to inform the Honourable Member what steps the Railway Administration itself took to find a suitable Indian for the post; but I will say this, that I am sure that the Railway Board paid the utmost respect to the recommendations of the Standing Finance Committee. (Question.) I have no doubt about that at all and I do suggest, Sir, that if the Honourable Member who raised this question is not satisfied, he might put down a question on the paper when the Government will obtain all the necessary information and give him a complete reply.

Sardar Sant Singh (West Punjab: Sikh): Sir, I quite agree with the observations of my friend, Dr. Ziauddin, that when the principle of Indianisation has been settled on the floor of this House and is at any rate in theory accepted by the Treasury Benches, it is not necessary to raise this question of principle so far as Indianisation goes. But at the same time this House has a duty to perform in watching or keeping a vigilant eye on the work of the Railway Department in order to see whether that principle which is accepted in theory is being worked in practice or not. Now, in order to keep an eye on this important principle of Indianisation, certain Honourable Members of this House have quoted facts and figures showing that in practice the principle has not been worked as thoroughly as expected. We find, Sir, that in this matter of Indianisation, very little effort has been made in recent years to bring up the representation of 75 per cent. of Indians in the railway service throughout India. Along with it, I as a representative of the Sikh community have a grievance and a serious grievance arising out of the admissions made by the Honourable Sir George Rainy. When I read his Budget speech, I found that on the point of representation of minorities, the only reference made by him was a reference to the Muslim claims and not to other important minorities in India. I looked into this Memorandum of the representation of Muslims in the railway services and I found that the Resolution of this House, which was adopted in March, 1923, claimed to give the same protection to the minorities other than the Muslims. The Resolution reads:

“That this Assembly recommends to the Governor General in Council that in making new recruitment for the services under the control of the Central Government steps be taken to secure that the services are not unduly overweighted with representatives of any one community or province, and that as far as possible the claims of all communities and provinces are considered.”

Now, further on, where the Government policy is enunciated and the rules have been framed from time to time in order to give effect to that policy, we find that the term used is "important minorities" and not one minority. But here in the Budget speech it was nothing short of a surprise to find that the claims of communities other than the Muslims have been entirely ignored.

I have another grievance against another Honourable friend who probably deliberately used an expression which is nothing short of an insulting expression when it is used in connection with an important community like the Sikhs in the Punjab. I am sorry to see that he is not in his seat, as I would have liked him to hear me say that the expression he used in respect of my community, calling us bats, was not a very happy expression; but I am sure he will come to know of it later. I would tell him that, though he has used that expression in one sense, I am going to use it in a quite different sense, and therefore I accept his word as correct. By the word "bat" probably he meant that quadruped which is classed neither as a bird nor as a beast. . . .

An Honourable Member: Quadruped?

Sardar Sant Singh: Oh, yes; it has four legs. By that expression he meant that quadruped which goes by the name of bat as one which does not know how to breast the storm. But he will find the Sikh community as that bat which is not made of flesh and blood but of seasoned wood, that kind of wood which in the hands of a batsman knows how to breast a storm when it comes in the shape of a thrust at it; that bat which rolled back the Moghul Empire from the Punjab in its palmiest days, which rolled back the tribal invasions from across the frontier when they came to contest the supremacy of the Punjab, that bat which rolled back his people from the United Provinces when my countrymen, my community came to this very town of Delhi and saved it in 1857 from their hands. My Honourable friends, now occupying the Treasury Benches especially ought to feel grateful to us (Laughter) that we placed them there; and it is that bat made of seasoned wood which recently sent back O'Dwyerism from the Punjab in martial law days, and it is the same bat which dealt a few blows to the Government when they wanted to contest the supremacy of gurudwaras with us. If I can give a very recent instance, it is that self-same bat which recently in the Round Table Conference rolled back the fourteen points of Mr. Jinnah. (Laughter.) That is the bat we are like; and I say even now that, where the Sikh rights are concerned, we are not a yielding community. We never yield. I will say to the Railway Member in charge that if the Indianisation of the railway services comes to be a practical fact—and it ought to come because of the solemn pledges that they have given to all of us—then the community, which I have the honour to belong to, should have an adequate share and an effective voice in that.

At the same time I will say that if the Railway Board and Railway Member are really in earnest to Indianise the services and if they are in earnest to meet the financial stringency which is clear from the Budget presented to this House, I will make a few suggestions and shall wait to see if those suggestions are carried out in the proper spirit or not. I find that on the North Western Railway Royal Engineers are employed in important positions. They generally belong to the Military Department and their services are lent to the Railway Department. If they are only reverted back to their military posts, there will not only be a

[Sardar Sant Singh.]

saving in the expenses but room will be made available for Indians of equal position to occupy those places. I will quote an instance. Colonel Walton is the Agent of the North Western Railway and is at present getting Rs. 3,500 per mensem. His substantive post in the military service will only bring him a Colonel's pay, which is not more than Rs. 2,700. Similarly Majors are getting Rs. 2,000 a month, while their substantive pay on the military side is not more than Rs. 1,200; Captains get Rs. 1,200 on the railways while on the military side they get only Rs. 700 and not more. If these services are scrutinised and these instances are carefully gone into, and these gentlemen are sent back to the Military Department, certainly a good deal of saving can be effected to meet the deficit in the Budget, with which we are seriously faced at this time.

In conclusion, I would take this opportunity of thanking Mr. Hayman for the assurance that the Sikhs' claims will not go unconsidered. . .

An Honourable Member: Has he said so?

Sardar Sant Singh: Lastly, I will only request that in the next Administration Report facts and figures relating to the Sikh community should be quoted as they are now quoted in respect of the Muslim community. With these remarks I resume my seat.

Raja Bahadur G. Krishnamachariar: After what has fallen from my friends, Sir, I do not think I ought to take up much of the time of the House in discussing whether there ought to be Indianisation or not. That ought not to be in issue at this late hour of the day. In the convention established in the year 1924 there is a clause which says:

"Apart from the above conventions, this Assembly further recommends that the railway services should be rapidly Indianised and further that Indians should be appointed as Members of the Railway Board as early as possible."

The first clause of this convention says that the railway services should be rapidly Indianised. As far as I am aware, this recommendation has been accepted by the Government and the words are "rapidly Indianised". I suppose the words were put there with some idea. But if you turn to pages 53 and 59 where there is a classification made of the communities recruited from April 1925 up to date, you will find it is a very very sorry tale. What I cannot understand—I am really speaking in all humility—regarding the attitude of the Treasury Benches in this matter is this. They have accepted this rapid Indianisation policy. They cannot deny it. From a perusal of the Schedule affixed to this Report, the pace of Indianisation has not been in any way as rapid as it should have been. Now, Sir, when you come to put this motion to the vote, the Treasury Benches oppose it. For what? I cannot understand. You have accepted the policy of Indianisation, and it has been pointed out to you by your own facts and figures that you have not worked up to it to the extent to which you should have worked up, and when I say in consequence of that I am going to move a cut of Rs. 100 in your Demand, you do not agree and throw down a challenge to defeat us. The result is what? Have you, or have you not accepted the convention? Can you then in all seriousness and in all sincerity oppose the present demand? If you find that you have worked up to your convention established in this House a few years ago, then why hesitate? I say it is not a question of not erring at all. Human nature is liable to err, and in a big organization like

the Railway Board, it is just possible that the orders issued from the headquarters do not reach the tail end in time, and probably effect is not given to such orders so very expeditiously or so very usefully. All of us who have had anything to do with administration do know that the orders communicated from the headquarters do not generally reach the tail end expeditiously and effect is not given with the same force and with the same seriousness as the headquarters intended. Say frankly that there has been a mistake somewhere. The leakage that was talked of the other day by the Honourable Member should be stopped, and you should give effect to the policy of Indianisation as expeditiously as possible. If you do that, then there will be no discontent whatsoever on this side of the House. But what I complain of is that there has not been as serious an attempt made as might have been made. I therefore submit, Sir, that when the time comes next year for reviewing this question, the words "rapidly Indianise" should be borne in mind. A few percentages here and a few percentages there will not satisfy this side of the House at all. My friend, Mr. Hayman, thanks to his energy and experience in this Department, has paved the way, and a great deal of improvement has been made. But what he has done so far is. I submit respectfully, not sufficient to give effect to the words "rapidly Indianise", and if effect is given to these words next year, we on this side of the House will have no cause to complain at all.

Mr. President: I should like to know what are the wishes of the House in the matter of proceeding with this discussion. Shall we adjourn now and continue the debate tomorrow? (*Several Honourable Members:* "Continue it, continue it tomorrow.") Honourable Members will realise that only four days are allotted for Demands for Grants, three of which are gone, and we are still on the first Demand.

Mr. Arthur Moore: The question may now be put, Sir.

Several Honourable Members: We will adjourn now.

Mr. President: Today is the third day, and we are still on the first Demand.

Mr. S. C. Mitra (Chittagong and Rajshahi Divisions: Non-Muhamadan Rural): But of all the cuts this is the most important.

Mr. President: If Honourable Members are satisfied with the progress made, I have nothing to say.

Mr. Arthur Moore: I move, Sir, that the question be now put.

Mr. President: That will mean that we will have to sit till half past five. If the House agrees to the motion for closure now, there will still be two replies to be made, the Honourable the Railway Member has the right of reply and the Mover also will no doubt wish to reply.

An Honourable Member: It will take another half an hour.

Mr. President: If the House is prepared to sit till half past five, I am quite agreeable.

Several Honourable Members: No, no; adjourn, adjourn.

Mr. President: Very well, then. The House will now adjourn till Eleven o'clock tomorrow.

The Assembly then adjourned till Eleven of the Clock on Thursday, the 26th February, 1931.