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FIRST SESSION

OF THE

FIFTH LEGISLATIVE ASSEMBLY,
1935



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1935.

Legislative Assembly.

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

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LEGISLATIVE ASSEMBLY.

Wednesday, 20th February, 1935.

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

Mr. A. K. Fuzlul Huq (Bakargunj cum Faridpur: Muhammadan Rural): Sir, before you begin the business of the day may I have your leave to bring to your notice the very serious inconvenience from which we on this side of the House have been suffering and which, I submit, needs some redress. I refer to the practice according to which questions are asked and answers are given. I mean no reflection on the Members of the Government on the opposite side when I say that the answers are given in such a low voice that we cannot hear

Mr. President (The Honourable Sir Abdur Rahim): When an answer is given in a way that it cannot be heard, then it is for the Honourable Member to raise the question.

Mr. A. K. Fuzlul Huq: Sir, I was only suggesting that the practice followed in the Provincial Councils should be adopted.

Mr. President (The Honourable Sir Abdur Rahim): That question has been raised and the Chair will give its ruling in due course.

MEMBER SWORN:

Mr. Arthur Eric Tylden-Pattenson, M.L.A. (Government of India: Nominated Official).

QUESTIONS AND ANSWERS.

Mr. President (The Honourable Sir Abdur Rahim): Question No. 228 standing in the name of Mr. Nageswara Rao was left over. Mr. Satyamurti will perhaps wish to put that question? Mr. Satyamurti.

FAMINE IN THE CEDED DISTRICTS AND CHITTOOR.

228. ***Mr. S. Satyamurti** (on behalf of Mr. K. Nageswara Rao): (a) Are Government aware of the existence of famine in the ceded Districts and Chittoor?

(b) Have Government received any report from the Madras Government about the incidence of famine in those Districts and the relief measures being taken to relieve the distress?

(c) Have the Government of Madras applied to the Government of India for any financial assistance so as to relieve the distress of the famine-ridden masses?

(d) If so, what steps do Government propose to take?

(e) If the reply to part (c) be in the negative, have the Government of Madras applied for any grant from the Government of India out of the Famine Insurance Fund? If so, for what amount?

Mr. G. S. Bajpai: (a) Government are aware of agricultural distress in those areas.

(b) Weekly reports on the agricultural situation in the affected Districts are being received by the Government of India from the Local Government.

(c) No.

(d) The question does not arise.

(e) No.

Mr. S. Satyamurti: May I know if the Government propose to utilise the Famine Insurance Fund, and ask the Local Government to declare a famine in these districts, so that help may be given to these distressed people out of that Fund?

Mr. G. S. Bajpai: Sir, I gather that famine has actually been declared in certain parts of one of the districts, but as regards the Famine Insurance Fund, the Government of India have no control over it. It is for the Government of Madras to apply to the Famine Fund people up here.

Mr. T. S. Avinashilingam Chettiar: Has famine not been declared in any other parts of the district?

Mr. G. S. Bajpai: As far as I know, it has been declared only in parts of the Anantapur district.

Prof. N. G. Ranga: Are Government aware that the Sundar State has issued a public communiqué saying that they are prepared to supply straw and hay free of charge provided there are transport facilities?

Mr. G. S. Bajpai: No, Sir, I have not seen that communiqué.

Prof. N. G. Ranga: Are Government aware that the ryots have applied for railway rebates for the transport of fodder supplied to these famine-ridden districts?

Mr. G. S. Bajpai: I gather that there are standing rules on the subject of the transport of fodder at concession rates in areas where famine prevails, and I assume that the Government of Madras will take the requisite action if they consider that concessions should be given for that purpose.

Prof. N. G. Ranga: Sir, are Government aware that when proper representations have already been made to the Government of Madras, a reply has been given there by the Government of Madras that it is an all-India question?

Mr. G. S. Bajpai: No, Sir, I am not aware of that fact.

Mr. S. Satyamurti: May I know whether, up to this date, the Government of Madras have not applied to the Government of India for any assistance for relieving the famine in these districts?

Mr. G. S. Bajpai: That is the position, Sir. The Government of Madras have not applied to the Government of India for any form of relief whatsoever.

Prof. N. G. Ranga: Do the Government of India propose to grant any rebates in railway freights for the transport of fodder supplied to the famine-ridden districts?

Mr. G. S. Bajpai: Sir, I have explained to my Honourable friend and to the House that there are standing rules on the subject. The initiative rests with the Government of Madras.

The Honourable Sir Joseph Bhore: May I make it clear to the House, Sir, that I understand that arrangements have already been made for the application of these concession rates.

Mr. S. Satyamurti: May I ask when the Commerce Member understood this?

The Honourable Sir Joseph Bhore: Within the last two minutes. I was informed by my Honourable friend, Mr. P. R. Rau, who stands behind me.

Prof. N. G. Ranga: Is it not a fact that many of these peasants in these famine-ridden districts have applied for the necessary concessions for the free manufacture of salt in their respective areas?

The Honourable Sir James Grigg: There are questions on that paper about that later on.

Mr. President (The Honourable Sir Abdur Rahim): Question No. 242 stood over because the Honourable Mr. Satyamurti wanted to ask that question on behalf of Mr. Fuzlul Huq. As Mr. Fuzlul Huq is here, he can, if he likes, put that question now. Mr. Fuzlul Huq.

ADDITIONAL COST INVOLVED IN THE INTRODUCTION OF THE NEW REFORMS.

242. *Mr. A. K. Fuzlul Huq: Have Government made any estimate of the additional cost that will be involved in introducing the coming Reforms under the following heads:

- (a) additional burden thrown on the finances of the Government of India, and
- (b) additional burden thrown on the finances of the several Provinces separately?

The Honourable Sir James Grigg: The attention of the Honourable Member is invited to paragraphs 267 to 273 of the Report of the Joint Committee on Indian Constitutional Reform. The details of the additional expenditure of three-quarters of a crore a year at the Centre and the same in the Provinces mentioned in paragraph 267 of the Report are given on pages 21 and 22 of the records of the Committee, dated the 27th July, 1933.

Mr. A. K. Fuzlul Huq: May I put a supplementary question? As regards the Report itself, no facts were given. Will the Honourable Member be pleased to give me some idea as to the expenses likely to be incurred?

The Honourable Sir James Grigg: As I said, Sir, with reference to the second part of the question, all those figures are set out on pages 21 and 22 of the records of the Committee, dated the 27th July, 1933.

Mr. S. Satyamurti: In view of the fact, Sir, that Government estimates always exceed the actuals, when it comes to actual working, may I ask the Honourable the Finance Member what are the bases on which these figures have been arrived at, and may I ask him to give a guarantee to this House that these estimates will not be exceeded?

The Honourable Sir James Grigg: No, Sir, I cannot give any guarantee like that. I should be quite stupid if I did; but the details are set out quite fully in the reference which I have given.

Mr. S. Satyamurti: May I know who supplied these details to the Joint Parliamentary Committee?

The Honourable Sir James Grigg: These details were supplied in a memorandum by the Secretary of State. If he wants to know who prepared that memorandum and supplied those figures, I must ask him to put down a question; I cannot tell him off-hand.

Mr. S. Satyamurti: May I know if the Government of India gave any of these figures to the Secretary of State?

The Honourable Sir James Grigg: I presume they could only have been obtained from the Government of India.

Mr. S. Satyamurti: May I ask if the Honourable Member has any personal knowledge of these estimates having been sent by this Government?

The Honourable Sir James Grigg: None whatever. They were furnished by the Secretary of State to the Committee long before I left England.

PRICE OF PETROL.

325. ***Sardar Sant Singh:** (a) What was the price of petrol in France, Germany, England, Australia, Canada, and the United States of America, on or about the 1st January, 1935?

(b) What was the price of petrol in Lahore, Bombay, Madras, and Calcutta, on or about the 1st January, 1935?

The Honourable Sir Joseph Bhore; (a) and (b). I lay on the table two statements showing the information asked for by the Honourable Member as far as available.

Petrol prices in foreign countries.

	Date to which the rate refers.	Unit of measurement.	Price.	Price per gallon.
				£ s. d.
France (Paris)	End of November, 1934.	(Ex-octroi) per hectolitre in cans of 50 litres.	220 Fr.	0 2 7½
Germany (Berlin)	Do.	Per 100 litres	26.80 RM	0 1 11½
England (London)	2nd January, 1935.	(Petroleum American refined).	..	0 0 9½
Australia	Not available.			
Canada (Toronto)	October, 1934.	Per gallon.	15 Cents	0 0 7½
			Cents.	Per U. S. gallon.
U. S. A. (New York)	3rd January, 1935.	Per barrel Pennsylvania Crude standard grades.	192.212	0 0 2.23 to 0 0 2.46

Petrol prices in Indian cities.

	Period to which the price relates.	Price per gallon.
		Rs. a. p.
Lahore	1st January, 1935.	1 8 0 (Ex-pump).
Bombay	On or about 1st January, 1935.	0 14 0 to 0 15 0
Madras	End of December, 1934.	1 5 6 (Ex-pump). 1 6 6 (In cans).
Calcutta	4th January, 1935.	1 6 6 Petrol Shell in 2-gallon tins. 1 5 6 Petrol Shell in bulk. 1 6 6 B. O. C. Petrol packed. 1 5 6 B. O. C. Petrol in bulk. 1 3 6 Commercial Spirits in bulk.

COMBINATION OF CERTAIN FIRMS TO KEEP UP THE PRICE OF PETROL.

826. *Sardar Sant Singh: Are Government aware that the Burma Oil Company, Shell Attock Oil Company and other firms dealing in petrol have entered into combination to keep up the price of petrol in India? If so, do Government propose to take any steps to break this combination?

The Honourable Sir Joseph Bhoré: The Honourable Member is referred to the reply given by me to his starred question No. 460 on the 4th September, 1933.

Sardar Sant Singh: May I know if since that reply was given, the Government of India have made any inquiries into the facts concerning all these Companies?

The Honourable Sir Joseph Bhoré: Sir, I have given what information we could and we have not been able to succeed in having any further light thrown upon the matter.

FLUCTUATION IN THE PRICE OF PETROL.

327. *Sardar Sant Singh: (a) Is it a fact that the price per gallon of petrol at the port of entry—Bombay or Karachi—is about one anna six pies per gallon?

(b) Are Government aware that the duty and surcharge on petrol amount to ten annas per gallon only?

(c) Is it a fact that petrol is sold by the Burma Oil Company, Shell Attock Oil Company and other firms dealing in petrol at Re. 1-11-6 per gallon?

(d) Are Government aware that these companies reduced the price of petrol when Russian petrol supplies came, and raised the prices when such supplies were exhausted during 1933 and 1934?

The Honourable Sir Joseph Bhoré: (a) No, Sir. The price of petrol in Bombay, *ex-duty* (on or about the 1st January, 1935) was four to five annas per gallon.

(b) Yes.

(c) The price of petrol varies in different cities. In this connection, the Honourable Member is referred to the statement laid on the table in reply to part (b) of his question No. 325.

(d) Government have no reason to doubt the statement of the Honourable Member.

Mr. R. S. Sarma: In view of the wrong impression that is sought to be created by the assumption contained in this question, would Government be pleased to state whether they have seen recent public advertisements in Bombay newspapers by the Western India Oil Company that the economic price of their petrol in Bombay is one rupee and four annas per gallon?

The Honourable Sir Joseph Bhoré: Yes, Sir, I have seen the advertisement referred to.

Mr. R. S. Sarma: Will Government be also pleased to say whether that petrol is exactly the one which my Honourable friend, Sardar Sant Singh, mentions in his question, the cost of which is one anna and six pies per gallon?

The Honourable Sir Joseph Bhoré: I cannot say that. My Honourable friend must ask that question of Sardar Sant Singh.

Sardar Sant Singh: May I ask, Sir, what are the data on which the Government have based their statement that the cost price of petrol at the port of entry *ex-duty* is four to five annas and not one anna and six pies?

The Honourable Sir Joseph Bhoré: That is our general information.

Sardar Sant Singh: Are Government prepared to go into this question and make inquiries? I still persist in saying that the cost price is about one anna and six pies per gallon.

The Honourable Sir Joseph Bhoré: I cannot reject the information upon which my answer has been based. But, as I pointed out just now, a public declaration has been made by the purveyors of the Russian product that the economic price of Russian petrol is one rupee and four annas.

Sardar Sant Singh: May I ask, Sir, why the Government are prepared to accept the public declaration made by an interested Company?

The Honourable Sir Joseph Bhoré: I am not. We have based our estimates—of four to five annas—on other information that has come to us.

Mr. Lalchand Navalrai: With regard to part (a), may I ask, Sir, if the same price prevails at Karachi also, *i.e.*, one anna and six pies?

The Honourable Sir Joseph Bhoré: The general price *ex-duty* is four to five annas.

Mr. Lalchand Navalrai: As there is a difference of opinion on this side at any rate, is the Honourable Member prepared to take any steps to see that there is any such difference?

The Honourable Sir Joseph Bhoré: If my Honourable friend will place before me any information on the point, I shall be most happy to look into it.

Mr. R. S. Sarma: With regard to part (c) of this question, will Government be pleased to state whether it is not a fact that the price of petrol at any port of entry has never been as high as one rupee, annas eleven and pies six per gallon?

Sardar Sant Singh: May I know if the Government of India are prepared to make inquiries from those who deal in oil to find out what is their quotation from the foreign countries with regard to petrol?

The Honourable Sir Joseph Bhoré: If my Honourable friend will supply me the information, I shall be most happy to go into it.

Sardar Sant Singh: Are Government themselves prepared to make inquiries in the matter.

The Honourable Sir Joseph Bhoré: Government have tried to collect all the information that they could possibly collect, and my answer is based upon all the information that they have been able to collect.

APPOINTMENT OF AN INDIAN TO THE POST OF BIO-CHEMIST OF THE INDIAN LAC RESEARCH INSTITUTE.

328. *Sardar Sant Singh: (a) Is it a fact that the contract with the Bio-Chemist of the Indian Lac Research Institute expired on the 31st December, 1934?

(b) Has the post been advertised since? If so, in what papers?

(c) When do the Indian Lac Cess Committee propose to make any appointment to this post?

(d) Do Government propose to consider the claims of Indians in making this appointment?

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

(b), (c) and (d). I would refer the Honourable Member to the answer given to part (d) of question No. 255 by Mr. Ram Narayan Singh on the 14th February, 1935.

GRANT OF ALLOWANCES TO ARMY OFFICERS ARRIVING IN INDIA BEFORE THE DATE OF VACANCY.

329. *Sardar Sant Singh: (a) Is it a fact that the Secretary of State for India has sanctioned grant of allowances to army officers required to arrive in India before the date of vacancy? If so, will Government please state why these allowances have been sanctioned?

(b) Are these allowances paid from the Indian revenues?

(c) From what revenues are the unemployment pays, as mentioned in the Appendix added by the Secretary of State to Army Instructions, paid?

Mr. G. R. F. Tottenham: (a) Yes. Senior officers of the British Service and the Indian Army are occasionally required to arrive in India a short while before the appointment which they are going to assume falls vacant, in order that they may have a few days in which to consult with their predecessors before actually taking up the appointment. As this is necessary in the interests of the State, they are granted the allowance referred to to compensate them for the additional expenditure they incur whilst at duty but still on half pay or unemployed pay.

(b) Yes.

(c) The half pay drawn by British Service officers is charged against Imperial Revenues and the unemployed pay drawn by Indian Army officers against Indian Revenues.

Mr. S. Satyamurti: What is the period for which they are paid this allowance?

Mr. G. R. F. Tottenham: There is no definite period, but it never exceeds more than a few days, probably a week at the most.

PERSONS DETAINED UNDER BENGAL REGULATION III OF 1818.

330. *Sardar Sant Singh: (a) How many persons are in detention under the Bengal Regulation III of 1818?

- (b) What are their names and what is the period of their detention?
 (c) When do Government propose to release them?

The Honourable Sir Henry Craik: (a) and (b). I invite attention to the reply I gave on the 6th February, to Mr. Mohan Lal Saksena's question No. 86.

(c) When their detention is no longer considered necessary in the interest of the public peace.

SECURITY DEMANDED FROM PRESSES, PRINTERS AND PUBLISHERS.

331. *Sardar Sant Singh: (a) Since the coming into force of the Press Act how many Printing Presses, Printers and Publishers have been required to give security?

(b) How many of such Printers and Publishers are Europeans, Anglo-Indians, Hindus, Muslims and Sikhs?

The Honourable Sir Henry Craik: The information is being collected from the Local Governments and will be laid on the table of the House when complete.

ANNUAL COST OF EMPLOYMENT OF TROOPS IN BENGAL TO SUPPRESS THE TERRORIST MOVEMENT.

332. *Sardar Sant Singh: (a) What has been the annual cost of employment of troops in Bengal to suppress the terrorist movement since summer of 1932?

(b) From what revenues, Indian or Bengal Provincial, was this cost met?

(c) Was the Province of Bengal asked to contribute towards such cost?

Mr. G. R. F. Tottenham: (a) and (b). The expenditure debited to Central Revenues was Rs. 20.88 lakhs in 1932-33, Rs. 5.72 lakhs in 1933-34 and Rs. 1.85 lakhs in 1934-35 up to the end of September. In addition a sum of Rs. 75,000 towards the cost of the Chittagong garrison up to the 15th December, 1932, was met by the Bengal Government who also paid certain incidental charges in connection with the acquisition of land, the supply of water, etc.

(c) Yes, to the extent indicated in the reply to parts (a) and (b).

Dr. P. N. Banerjee: May I know, Sir, what was the amount of the incidental charges?

Mr. G. R. F. Tottenham: I have just read them out.

Dr. P. N. Banerjee: I want to know the amount of the incidental charges?

Mr. G. R. F. Tottenham: I could not say that. They were paid by the Bengal Government and I have no information on the subject.

Dr. P. N. Banerjee: Will the Honourable Member make an inquiry?

Mr. G. R. F. Tottenham: Yes.

Prof. N. G. Bangs: How much of this sum has been spent upon white (European) volunteers who volunteered their services to fight this terrorist movement?

Mr. G. R. F. Tottenham: I do not think that question arises out of this question. I should require notice of that anyhow.

Srijut N. O. Bardaloi: May I ask, Sir, whether these troops were mainly brought from the Assam Rifles?

Mr. G. R. F. Tottenham: They came from the United Provinces.

Srijut N. O. Bardaloi: May I know if the majority of them were brought from the Assam Rifles?

Mr. G. R. F. Tottenham: No, Sir. None of them came from the Assam Rifles.

COMMUTATION OF PENSIONS FOR GOVERNMENT SERVANTS.

333. *Sardar Sant Singh: (a) Is it a fact that the table of commutation of pension for Government servants of European descent is more favourable than that of Government servants of Indian descent?

(b) Is the former table based on a rate of interest of $4\frac{1}{2}$ per cent., as the latter is? If not, what rate is it based on?

(c) As the borrowing rate of Government is not more than $3\frac{1}{2}$ per cent. now, when are Government going to revise the Indian table to avoid loss to the Indian commutants?

(d) Have Government already reduced the interest rate for house building advances to $3\frac{1}{2}$ per cent.? If so, why is this rate not recognised for commutation purposes as well?

The Honourable Sir James Grigg: (a) Two tables for commutation of pensions exist—one for application in the case of officers of Asiatic domicile, the other for all other officers; the latter is more favourable than the former.

(b) Both the tables at present in force are based on a rate of interest of $4\frac{1}{2}$ per cent. The difference in the value of the tables is due to the difference in mortality rates applicable to officers of Asiatic domicile and other officers.

(c) The commutation tables are reviewed annually and altered, if necessary, on the basis of the average yield on long dated rupee loans and Indian stock and not with reference to the borrowing rate of Government in any particular year.

(d) The rate of interest to be charged on house-building advances has been fixed at $3\frac{1}{2}$ per cent during the period from the 1st of October, 1934, to the 30th of September, 1935. This rate is not an appropriate rate to adopt for commutation of pensions which in effect is the discounting of future pension payments over long periods.

Mr. S. Satyamurti: Will the Honourable Member give an elucidation of the answer to part (a) of the question? How does the difference in the mortality rates make the commutation rates more favourable to Europeans?

The Honourable Sir James Grigg: I assume because they are based on statistical evidence showing that the longevity of Europeans is rather more than that of persons of Asiatic domicile, but anyhow it rests on a statistical basis and is not an effort of the imagination.

Mr. S. Satyamurti: Will the Honourable Member please place the results of this statistical table on the table of the House?

The Honourable Sir James Grigg: I will enquire into that.

Sardar Sant Singh: In the case of Government servants of Indian descent, who live in European style, are Government prepared to revise their rates for commutation?

The Honourable Sir James Grigg: If the Honourable Member will put down a question on the paper, I shall endeavour to answer it; his present question is going a good deal further than the one which is already on the paper.

NOMINATION OF SIKHS FOR APPOINTMENT TO THE SUPERIOR TELEGRAPH AND WIRELESS ENGINEERING SERVICE.

334. *Sardar Sant Singh: (a) Is it a fact that every year, in order to adjust communal inequalities, men belonging to different minority communities are nominated for appointment to the Superior Telegraph and Wireless Engineering Service, as a result of the competitive examination held by the Public Service Commission?

(b) Will Government please state what endeavours have been made by them to give Sikhs their due share in this service ever since this examination has been started?

(c) Is it a fact that no Sikh has been nominated for appointment to this service ever since the examination referred to in part (a) above was started?

(d) With a view to make up the deficiency of Sikh representation in this service, do Government propose to nominate this year some Sikhs as a result of the last competitive examination held by the Public Service Commission? If not, why not?

The Honourable Sir Frank Noyce: (a) Yes.

(b) The claims of the Sikh community were considered with the claims of the other minority communities with due regard to the orders of Government relating to the reservation of vacancies for the redress of communal inequalities.

(c) Yes.

(d) The latest orders of Government on the subject of reservation of vacancies, for the redress of communal inequalities issued in July last, will be rigidly adhered to and Government do not propose to take any special action of the nature suggested by the Honourable Member.

OBSERVANCE OF THE GENEVA CONVENTION RULES ON THE RAJPUTANA MALWA RAILWAY.

335. *Sardar Sant Singh: (a) Will Government please state whether the Geneva Convention Rules are observed on the R. M. (Bombay, Baroda and Central India) Railway?

(b) If so, why is it that at Garhi-Harsaru, Palam, Pataudi Road, etc., stations, the Station Masters and the Assistant Station Masters are made to work twelve hours daily?

(c) Comparing with other Sections of the North Western and other Railways, is it a fact that there is more traffic on the R. M. Railway?

(d) Do Government propose to see that their servants on this Railway have the same conveniences as on other Railways? If so, when? If not, why not?

Mr. P. R. Rau: (a) The Hours of Employment Regulations have not yet been given statutory effect on the Bombay, Baroda and Central India Railway.

(b) Does not arise.

(c) Government have no information readily available as to the relative density of the traffic on individual sections of the various railways, but so far as they are aware, there are sections on the North Western Railway and other railways with more traffic than on the Rajputana-Malwa section of the Bombay, Baroda and Central India Railway.

(d) The question of applying these regulations to the Bombay, Baroda and Central India Railway is still under consideration.

Mr. V. V. Giri: Will the Honourable Member tell this House when this Convention will be introduced on the Bombay, Baroda and Central India Railway?

Mr. P. R. Rau: I am unable to give a definite date, but it is hoped to introduce it in the near future.

Mr. V. V. Giri: Is the Honourable Member aware that this Convention was accepted in 1921 at Geneva?

Mr. P. R. Rau: Government hoped to do something next year to extend the regulations to certain other railways, but the actual decision on the question had to be postponed, because the question was raised before the Governing Body of the International Labour Organisation.

Mr. N. M. Joshi: Are Government aware that at the last meeting of the Governing Body of the International Labour Office, the Government of India came in for some censure for not applying these regulations to all the railways in India?

Mr. P. R. Rau: Not so far as I am aware.

Mr. V. V. Giri: Will Government place on the table of the House the explanation that the Government of India sent to the Governing Body of the International Labour Conference as to why they have not carried out the Conventions?

The Honourable Sir Frank Noyce: I will consider the possibility of doing so.

Mr. N. M. Joshi: May I ask whether the Government of India have received a copy of any resolution passed at the last meeting of the Governing Body of the International Labour Conference?

Mr. P. R. Rau: No, Sir.

Mr. N. M. Joshi: May I ask whether they will place that resolution, when received, on the table of the House?

The Honourable Sir Frank Noyce: My Honourable friend should put down a question on the subject.

PROVISION OF RELIEF MEN ON THE EAST INDIAN RAILWAY.

336. *Sardar Sant Singh: (a) Is it a fact that the East Indian Railway authorities provide a relief man for every seven stations?

(b) Is it a fact that there is no such man on any other State Railway?

(c) Do Government intend to have no discrimination on any State Railways? If so, do they propose to apply the same rules to the North Western and other Railways? If not, why not?

Mr. P. R. Rau: (a) and (b). Government have no information.

(c) Government do not consider that there is any necessity for uniformity in this matter. They must leave these matters of detail to the Railway administrations to decide according to their needs.

Mr. Lalchand Navarai: Am I to understand from the reply to parts (a) and (b) that the Government have no information, because they have not made enquiries to find out from the subordinates?

Mr. P. R. Rau: They have not made enquiries.

LIENS OF ASSISTANT CONTROLLERS, NORTH WESTERN RAILWAY, ON THEIR QUARTERS IN DELHI.

337. *Sardar Sant Singh: (a) Is it a fact that the Assistant Controllers, North Western Railway, when transferred to Simla, lose lien on their quarters in Delhi?

(b) Is it a fact that on their return to Delhi, they are invariably stranded for want of quarters?

(c) In view of the deficiency of quarters, do Government propose to permit the Assistant Controllers to retain lien on their quarters? If not, why not?

Mr. P. R. Rau: With your permission, Sir, I propose to reply to questions Nos. 337 to 339 together. I understand my Honourable friend is referring to the temporary transfer of Assistant Controllers between Delhi and Simla in connection with the move of the Government of India. Government have no information as to what is the definite period of notice

given, but have asked the Agent, North-Western Railway, to try to arrange to select the men, for transfer, as soon as possible, after the dates of the move of the Government of India have been announced, so that they can have sufficient time to make the necessary arrangements. He has also been requested to examine the other points raised by my Honourable friend and I have no doubt he will see that the staff concerned are not put to unreasonable inconvenience in the matter.

INADEQUATE NOTICE GIVEN TO ASSISTANT CONTROLLERS, NORTH WESTERN RAILWAY, TRANSFERRED TO SIMLA.

†338. *Sardar Sant Singh: (a) Is it a fact that the Assistant Controllers, North Western Railway, transferred to Simla, are given only three days to arrange their affairs at Delhi?

(b) Is it a fact that ordinarily Government give a month's notice of move to the Imperial Secretariat staff?

(c) Do Government propose to give the Assistant Controllers, North Western Railway, the same amount of notice before they are transferred?

COMPENSATION TO ASSISTANT CONTROLLERS, NORTH WESTERN RAILWAY, ON THEIR TRANSFER TO SIMLA.

†339. *Sardar Sant Singh: (a) Is it a fact that the Assistant Controllers, North Western Railway, have to take their bag and baggage with them to and from Simla on transfers?

(b) Are Government aware that loss through breakage or theft of furniture and crockery is likely on account of these frequent moves?

(c) Will Government please state how the North Western Railway compensate these men for their losses or for the upsets in their residential quarters in Delhi?

PROVISION OF A TRAIN IN THE AFTERNOON FOR SAMASTIPUR TO DARBHANGA ON THE BENGAL AND NORTH WESTERN RAILWAY.

340. *Mr. Satya Narayan Sinha: (a) Are Government aware that there was a train running between Samastipur and Darbhanga (on the Bengal and North Western Railway) in the afternoon, i.e., it was timed to start from Samastipur at 3-30 P.M. and reach Laherissarai at about 5 P.M.?

(b) Are Government aware that the Railway authorities abolished the said train, causing very great inconvenience to the travelling public as there is no train from Samastipur side to Darbhanga between 11 A.M. and 6-30 P.M.?

(c) Are Government aware that the passengers coming from Simaria ghat side, Rosrah and Muzaffernore are stranded at the Samastipur Railway Station for more than three hours?

(d) Do Government propose to ask the Railway authorities concerned to provide one train in the afternoon from Samastipur to Darbhanga, as in the past, to provide facilities and conveniences to the travelling public?

†For answer to this question see answer to question No. 337.

Mr. P. R. Rau: (a) Yes: prior to 1926.

(b) The Agent, Bengal and North Western Railway, states that a new service was introduced at the request of his Local Advisory Committee for Bihar and Orissa, for a train to leave Muzaffarpur after the closing of the Courts. At present, a train leaves Muzaffarpur at 4-42 P.M. passes through Samastipur at about half past six and arrives at Darbhanga at about 8 P.M. There are no reasons to believe that the present time-table causes great inconvenience.

(c) This is so, so far as passengers for Darbhanga arriving at Samastipur by 13-Up from Semaria Ghat, by 107-Up from Rusera Ghat, and by 10-Down from Muzaffarpur are concerned. There are, however, other more suitable connecting trains from Samastipur to Darbhanga for passengers from Semaria Ghat, Rusera Ghat and Muzaffarpur.

(d) The present time-table provides for 7-Up and 7-Down passenger trains between Samastipur and Darbhanga, and the Agent considers that these are more than adequate. My Honourable friend will doubtless appreciate that the provision of suitable passenger train services is eminently a matter that could usefully be discussed at meetings of Local Advisory Committees, and the Agent states that his Advisory Committee take a keen interest in the train service in Tirhoot and every possible effort is made by him to meet their wishes.

CONSIDERATION OF THE CLAIMS OF GUARDS OF THE RAWALPINDI DIVISION WHO FAILED IN THE NIGHT VISION TEST.

341. *Khan Sahib Shaikh Fazl-i-Haq Piracha: (a) What are the functions of the Central Labour Exchange constituted by the North Western Railway administration?

(b) Will Government be pleased to state whether any employment is given by the Railway Department to such Railway Guards as fail in the night vision test?

(c) Is it a fact that the names of certain Railway Guards of Rawalpindi Division who failed in night vision test were registered with the Central Labour Exchange, but they have not been provided any job so far?

(d) Is it a fact that certain Guards of Lahore, Delhi, Multan and Quetta Divisions who failed in the night vision test, have been provided as luggage guards in their respective divisions, and that those of the Rawalpindi Division have not been provided with any such job?

(e) What is the number of registered guards in the Rawalpindi Division who failed in the night vision test and what are their names?

(f) Since how long are they on the waiting list? Are there any vacancies of the Luggage or Road Van Guards on the North Western Railway, Rawalpindi Division, to be filled up?

(g) Do Government propose to consider the claims of the Guards of the Rawalpindi Division who failed in the night vision test and give them appointments at an early date?

(h) Are such Guards when reappointed given their pay for the period of their unemployment also?

Mr. P. R. Rau: I have called for information and will lay a reply on the table of the House in due course.

USED TICKETS COLLECTED AT QADIAN, NORTH WESTERN RAILWAY.

342. *Khan Sahib Shaikh Fazl-i-Haq Piracha: Will Government be pleased to state the total number of used Railway tickets, collected from the passengers at Qadian (North Western Railway) Railway Station, on the 21st and the 22nd October, 1934, and on the corresponding dates of the year 1933?

Mr. P. R. Rau:	1934—21st October	...	...	2,304
	22nd October	...	...	1,685
	1933—21st October	...	...	148
	22nd October	...	...	157

DUTIES AND POWERS, ETC., OF SUPERINTENDENTS IN THE GOVERNMENT OF INDIA DEPARTMENTS.

343. *Rao Bahadur M. O. Rajah: (a) Will Government please state the duties usually performed and the powers exercised by the Superintendents in the various Departments of the Government of India?

(b) What are their scales of pay?

The Honourable Sir Henry Craik: (a) The duties usually performed by the Superintendents in the departments of the Government of India are:

- (1) To superintend the work of a section of the office and to train, help, and advise the assistants and clerks of the section, especially the junior men.
- (2) To regulate the distribution of work in the section.
- (3) To ensure that the disposal of any case is not unnecessarily delayed.
- (4) To dispose of purely routine matters without submission to a higher officer.
- (5) To deal directly with the more difficult cases.
- (6) To see that the cases submitted are in proper order, that is, all relevant papers are put up, and that there is no error or mis-statement of fact, and
- (7) To maintain order and discipline in the section.

Superintendents exercise such powers as are necessary for the proper discharge of their duties, but generally speaking, they have no executive powers.

(b) The scale of pay for Superintendents on the old rates of pay is Rs. 600—40—800, while the scale for new entrants is Rs. 500—20—600.

DAMAGE TO CROPS BY THE RECENT FROST.

344. *Pandit Govind Ballabh Pant: (a) Is it a fact that considerable damage has been caused to the standing crops by the recent frost?

(b) Can Government give an estimate of the loss in different provinces?

(c) What measures have been taken, or are under consideration, to relieve ensuing distress?

Mr. G. S. Bajpai: Government have no information beyond what has appeared in the Press, but have made enquiries from the Local Governments and will communicate the result to the House in due course.

Pandit Govind Ballabh Pant: Have the Government of India not received any reports from the Local Governments so far?

Mr. G. S. Bajpai: With the exception of Madras where, as I have already stated, famine prevails in one district, the Government of India have not received reports from other Local Governments.

Prof. N. G. Ranga: Has it not been brought to the notice of the Government of India by my recent questions that there is agricultural distress in Guzerat?

Mr. G. S. Bajpai: If my Honourable friend is in possession of information, I do not know why he asks for information in addition. I have informed my Honourable friend, Pandit Govind Ballabh Pant, that on receipt of his question, we made enquiries from the Local Governments and await replies. As soon as we get the replies, we will communicate them to the House.

NON-REMOVAL OF BAN FROM INSTITUTIONS AND ORGANISATIONS DECLARED UNLAWFUL.

345. *Pandit Govind Ballabh Pant: (a) Will Government be pleased to give a list of the institutions and organisations that were declared unlawful in 1932 and are still subject to ban?

(b) Will Government be pleased to state the reasons for not lifting the ban in each case?

The Honourable Sir Henry Oralk: (a) and (b). I would refer the Honourable Member to the answer given by me to Mr. Mohan Lal Saksena's questions Nos. 272 and 273.

Pandit Govind Ballabh Pant: Have any members of these institutions or organisations been convicted for unlawful activities since the Congress withdrawal of the Civil Disobedience Movement?

The Honourable Sir Henry Oralk: That is a question which should be addressed to the Local Governments concerned; in any case, I want notice of the question.

Pandit Govind Ballabh Pant: Have the Government of India not called for any reports or any information from the Local Governments regarding these institutions so far?

The Honourable Sir Henry Oralk: I made it clear that we had received recent information regarding the institutions, but the Honourable Member's question refers to individual members.

Pandit Govind Ballabh Pant: Have Government seen the rules governing these institutions and bodies?

The Honourable Sir Henry Craik: No, Sir.

Pandit Govind Ballabh Pant: What is objectionable about these institutions? In particular, what are the grounds for not lifting the ban?

The Honourable Sir Henry Craik: I explained that in answer to previous questions.

Pandit Govind Ballabh Pant: Have any members or any persons connected with these institutions been convicted for acts of violence?

The Honourable Sir Henry Craik: There, again, I must ask for notice; I cannot speak about individuals.

Pandit Govind Ballabh Pant: Is there any method by which Government might be disillusioned in this respect?

Mr. S. Satyamurti: May I ask the Honourable the Home Member to state the reasons for not lifting the ban "in each case"? He has never stated them to my knowledge so far, except with regard to two institutions, and I am repeating the question of my Honourable friend, Pandit Pant, and asking the Honourable the Home Member to state the reasons for not lifting the ban in each case.

The Honourable Sir Henry Craik: If the Honourable Member will look at the statements I laid on the table in reply to questions Nos. 272 and 273, he will see the reasons. Generally speaking, the reasons are that the Local Governments are maintaining the ban, because such bodies would, in their opinion, still be a danger to the peace of the country.

Mr. S. Satyamurti: May I know what are the bases or the grounds for the Local Governments' opinion? Have the Government of India made any enquiries, or did they simply accept their opinion, without any further investigation?

The Honourable Sir Henry Craik: The Government of India do not go behind the Local Governments' opinion.

Mr. S. Satyamurti: Have the Local Governments given any reasons for their opinion to the Government of India?

The Honourable Sir Henry Craik: Yes, Sir, they have.

CIVIL DISOBEDIENCE PRISONERS STILL IN PRISON.

346. *Pandit Govind Ballabh Pant: (a) Will Government be pleased to state how many civil disobedience prisoners are still in prison in the various provinces?

(b) What are their names, and what is the remaining period of imprisonment in each case?

The Honourable Sir Henry Craik: (a) and (b). I lay a statement on the table. It is not in the public interest to give the names of these prisoners.

Statement showing the number of Civil Disobedience Prisoners undergoing imprisonment with periods of Sentence in each case.

Province.	Number sentenced.	Date of sentence.	Period of imprisonment.
Madras . . . One . . .		1-2-32	6 months' rigorous imprisonment plus further sentence on 22nd February, 1932, of 3½ years' rigorous imprisonment.
Bombay . . . Do. . . .		4-2-32	4 years' R. I. and Rs. 150 fine or 8 months in default.
Do. . . . Do. . . .		19-2-32	4 years' R. I. and fine of Rs. 250 or 18 months in default.
Do. . . . One on two charges.		16-4-32 26-7-32	3 years' R. I. and fine of Rs. 500 or 9 months, 28 days in default.
Do. . . . One on three charges.		28-1-32 11-2-33 12-2-32	Two and half years' R. I. and fine of Rs. 200 or 13 and half months in default.
Do. . . . Do. . . .		26-1-32 28-1-32 30-1-32	5 years.
Do. . . . One on two charges.		16-4-32 16-7-32	Three and half years' R. I. and fine of Rs. 500 or 10 months in default.
Do. . . . Do. . . .		26-9-33 10-4-34	2 years' R. I. and fine of Rs. 165 or 5 months in default.
Do. . . . Do. . . .		15-11-32 23-12-32	(1) 6 months' R. I. and fine of Rs. 50 or 6 weeks in default.
Do. . . . Do. . . .		14-2-34 1-6-34	(2) 2 years' R. I. (1) 6 months' R. I. and Rs. 50 fine or 6 weeks in default. (2) 2 years' R. I. and Rs. 50 fine or 3 months in default.
Do. . . . Two . . .		26-10-33	18 months' R' I. and fine of Rs. 200 or 6 months in default each.
Do. . . . One on two charges.		31-7-33 13-9-33	18 months' R. I. and Rs. 500 fine or 6 months in default. 6 months' R. I. and Rs. 50 fine or one and half months in default.
Do. . . . Two . . .		31-7-33	18 months' R. I. and Rs. 500 fine or in default 6 months. each.
Do. . . . One . . .		20-3-33	2 years' R. I. and fine of Rs. 300 or 6 months in default.
Do. . . . Do. . . .		27-3-33	Ditto ditto.
Do. . . . Do. . . .		7-4-33	Ditto ditto.
Do. . . . Do. . . .		24-4-33	2 years' and 3 months R. I. and fine of Rs. 350 or 7 and half months in default.
Do. . . . Do. . . .		13-4-33	2 years' R. I. and Rs. 300 fine or 6 months in default.
Do. . . . One on two charges.		25-4-33	(1) 6 months' R. I. (2) 2 years R. I. and fine of Rs. 150 or 3 months in default.
Do. . . . One		6-11-33	2 years' R. I.
Do. . . . Do. . . .		17-7-33	Ditto.
Do. . . . One on two charges.		7-7-33 15-8-33	(1) 2 years. (2) 6 months.

Province.	Number sentenced.	Date of sentence.	Period of imprisonment.
Bombay . . .	One on two charges.	28-6-33	2 years' R. I. and Rs. 50 fine or 6 months in default.
Do.	One on three charges.	1-8-33	2 years' R. I.
Do.	One on two charges.	26-7-33	
Do.	One on two charges.	28-7-33	
Do.	Do.	1-8-33	(1) 2 years' R. I.
Do.	Do.	5-9-33	(2) 1 years' R. I.
Do.	Do.	16-9-33	(1) One and half years' R. I.
Do.	Do.	22-8-33	(2) 6 months' R. I. and fine of Rs. 100.
Do.	Do.	8-9-33	(1) 6 months' R. I.
Do.	Do.	9-9-33	(2) 2 years' R. I.
Do.	Do.	11-9-33	(1) 1 years' R. I. 4 months' R. I. (Concurrent).
Do.	Do.	31-8-33	(2) 1 year's R. I. and Rs. 200 fine or 6 months in default.
Do.	Do.	19-9-33	6 months.
*Bengal . . .	Two . . .	17-3-33	2 years (concurrent).
Do.	One . . .	14-2-34	1 year, 9 months' R. I. each (including 3 months' R. I. in each case in default fine of Rs. 50).
Do.	Two . . .	5-3-34	1 year's R. I.
Do.	One . . .	21-4-34	1 year, 6 months' R. I. each.
Do.	One . . .	1-5-33	2 years and 42 days' R. I. (including 42 days' R. I. in default of fine of Rs. 50).
Do.	One on three charges.	17-8-33	3 years' R. I. and Rs. 100 and Rs. 50 fine or in default 3 months' R. I. and 2 months' S. I., respectively.
Do.	One on two charges.	17-8-33	1 year's R. I. and fine Rs. 50 or 2 months in default.
Do.	Do.	3-8-33	1 year's R. I. and fine Rs. 100 or 3 months in default.
Do.	Do.	28-8-33	1 year's R. I.
Do.	Do.	7-2-34	1 year's R. I. and Rs. 100 fine or 84 days' R. I. in default.
Do.	One . . .	25-9-30	20 years' R. I. under Sections 302/34, I. P. Code and 145.
Do.	Two . . .	25-9-30	120-B/353, I. P. C.
Do.	Two on two charges.	25-9-30	7 years' R. I. each under Section 302/34 and 145, 120-B/353, I. P. Code and Section 375/147, I. P. Code, respectively.
Do.	One on two charges.	25-9-30	20 years' R. I. } each under Sections 302/34 and 143, I. P. Code.
Do.	One on two charges.	27-10-30	6 months' R. I. } under Sections 302/34 and 143, I. P. Code and 120-B/353, I. P. Code.
Do.	One . . .	25-9-30	20 years' R. I. }
Do.	One . . .	27-10-30	2 years' R. I.
Do.	One . . .	26-4-34	1 year's R. I.
United Provinces	Three . . .	3-2-34	2 years' R. I. and Rs. 200 fine or in default 6 months' R. I. each.

* Two since released in Bengal.

Province.	Number sentenced.	Date of sentence.	Period of imprisonment.
United Provinces	One on two charges,	10-8-33	2 years and 6 months' R. I.
Do.	One	21-3-33	2 years' R. I. and fine of Rs. 100.
Punjab	Do. . . .	20-8-33	2 years' R. I.
Do.	One on three charges.	6-6-32	6 months' R. I. and Rs. 100 fine or and half months' R. I. in default.
		23-6-32	2 years' R. I. and Rs. 200 fine or 6 months' further R. I. in default.
		10-11-32	3 months' R. I.
Bihar and Orissa	One .	28-4-34	1 year's R. I.
North-West Frontier Province.	Four .	4-9-31	5 years' R. I. each.
Do.	One .	31-1-34	5 years' R. I. and fine of Rs. 200 or 6 months' R. I.
Do.	Two .	21-9-33	3 years' R. I. each.
Do.	One .	20-6-33	3 years' R. I. and fine of Rs. 200 or 9 months' R. I.
Do.	Do. .	13-1-32	6 years' R. I.
Do.	Do. .	13-1-34	3 years' R. I.
Do.	Do. .	9-7-34	2 years' R. I.
Do.	Do. .	5-10-33	3 years' R. I. and fine of Rs. 100 or 6 months' R. I.
Do.	Do. .	20-12-34	2 years' R. I. and fine of Rs. 200 or 6 months' R. I.
Do.	Do. .	6-6-32	4 years' R. I.
Do.	Do. .	27-11-34	6 months' R. I.
Total	71		

Pandit Govind Ballabh Pant: Why have these prisoners not been released yet?

The Honourable Sir Henry Craik: That is a question which should be addressed to the Local Governments concerned.

Pandit Govind Ballabh Pant: Did not the Honourable Member, in the course of one or two of his speeches in the House, say that if the Civil Disobedience Movement were withdrawn, Government would expedite the release of civil disobedience prisoners?

The Honourable Sir Henry Craik: I think the Honourable Member is referring to speeches made by my predecessor.

Pandit Govind Ballabh Pant: I am referring to speeches made by the Honourable the Home Member of the Government of India, whoever he might have been.

The Honourable Sir Henry Craik: Yes, Sir, those speeches were made and the process of release has been expedited.

Pandit Govind Ballabh Pant: Will the Honourable Member be pleased to state how many prisoners convicted for offences connected with the Civil Disobedience Movement have been released before their time during the last two months?

The Honourable Sir Henry Craik: I cannot say that.

Pandit Govind Ballabh Pant: Is it not a fact that persons convicted of offences connected with that movement are not being released now?

The Honourable Sir Henry Craik: No, Sir; the process of release is still going on. The Honourable Member will see from the statement that there are at present only 69 prisoners left in the whole of India. A few months ago, there were several thousands.

Pandit Govind Ballabh Pant: Is it because no more persons are now courting imprisonment or is it because persons are being let off before their time?

The Honourable Sir Henry Craik: I cannot say definitely, but I think both reasons contribute to it.

DETENUS IN THE DEOLI DETENTION CAMP AND IN THE ANDAMANS.

347. *Pandit Govind Ballabh Pant: (a) Will Government be pleased to state the names of "detenus", and state how many and which of them are at present located in the Deoli camp?

(b) Are there any detenus in the Andamans? If so, who?

The Honourable Sir Henry Craik: I invite attention to my reply to Mr. Mohan Lal Saksena's question No. 86 on the 6th February, 1935.

Mr. D. K. Lahiri Chaudhry: Is there any detenu in a solitary cell in the Deoli jail?

The Honourable Sir Henry Craik: Not as far as I know.

Pandit Govind Ballabh Pant: Have any prisoners been released from the Deoli jail during the last two months?

The Honourable Sir Henry Craik: Yes, Sir.

Pandit Govind Ballabh Pant: How many?

The Honourable Sir Henry Craik: I must correct myself. Certain prisoners have been transferred back to Bengal.

Pandit Govind Ballabh Pant: Have any been released during the last two months?

The Honourable Sir Henry Craik: I do not know, Sir.

SALARIES AND ALLOWANCES, ETC., OF INDIAN AND BRITISH SOLDIERS IN INDIA.

348. *Pandit Govind Ballabh Pant: (a) Will Government be pleased to lay on the table a statement showing the comparative emoluments, including salaries and allowances, etc., of Indian and British soldiers in India?

(b) What is the total number of officers holding King's Commissions in the Indian and British forces in India and how many of them are Indians in active command?

Mr. G. R. F. Tottenham: (a) The pay and allowances of the British private soldier amount at present to about Rs. 850 per annum, while those of the Indian sepoy amount to about Rs. 285. These figures include, besides basic pay, messing, kit and clothing allowances and proficiency and deferred pay.

(b) The total number of officers holding the King's Commission in the Army in India (other than medical and veterinary officers) is 5,773, and the number of Indians on the active list other than Medical is 195.

Pandit Govind Ballabh Pant: Is the cost of maintaining one British soldier equal to that of maintaining three Indian soldiers?

Mr. G. R. F. Tottenham: The Honourable Member's mathematical calculation appears to be correct.

Pandit Govind Ballabh Pant: Will Government devise measures to replace British soldiers by Indian soldiers?

Mr. G. R. F. Tottenham: That, Sir, is a very large question which I can hardly be expected to answer in reply to a supplementary question in this House. If the Honourable Member wishes to raise the whole question of the number of British soldiers in this country, the procedure of the House is open to him, and I would ask him to bring a Resolution on the subject.

Pandit Govind Ballabh Pant: Is the British army including British soldiers maintained here as a counterpoise to the Indian army consisting of Indian soldiers?

Mr. G. R. F. Tottenham: That, Sir, does not arise out of this question, and it also asks me for an expression of opinion.

Pandit Govind Ballabh Pant: How long will the army of occupation be retained intact in this country?

Mr. G. R. F. Tottenham: I do not quite know what the Honourable Member means by the army of occupation. In any case, I could not give him an answer to that question.

Mr. S. Satyamurti: May I know what are the reasons for a British soldier, who costs three or four times the Indian soldier, being kept here? What are the military, economic, or State reasons as to why Government spend so much money on British soldiers, when they can get four Indian soldiers for every British soldier?

Mr. G. R. F. Tottenham: Those who are at present responsible for the defence of India consider that it is necessary to maintain a certain number of British soldiers in this country. Those are the reasons.

Mr. S. Satyamurti: What are the grounds on which they consider it so necessary?

Mr. President (The Honourable Sir Abdur Rahim): Next question. The Chair thinks the House had a sufficient number of supplementaries on this.

Pandit Govind Ballabh Pant: Does the defence of India mean the defence of Indians in India or the defence of non-Indians in India?

(No answer.)

ARTICLES FOR USE OF THE ARMY IMPORTED FROM ABROAD.

349. *Pandit Govind Ballabh Pant: Will Government be pleased to state the quantity and value of articles of all sorts and classes imported for the use of the Army from abroad and also mention the countries from which the same were imported during the last financial year?

Mr. G. E. F. Tottenham: The value of the stores imported is given in the "Report on the work of the India Store Department, London", a copy of which is in the Library. It would involve an excessive amount of work to prepare a statement showing the precise quantity of each item.

Information is not available as to the countries of origin of the various articles, but the report shows that more than 90 per cent. of all the articles obtained through the Department were of British manufacture. Owing to the character of the more important items the percentage is probably much higher in the case of military stores. I also invite attention to the reply given on the 11th February, 1935, to Mr. Asaf Ali's starred question No. 119.

Pandit Govind Ballabh Pant: Are not the purchases of military stores made through the Stores Purchase Department?

Mr. G. E. F. Tottenham: Those stores that have to be obtained in England are obtained through the India Store Department in London.

Pandit Govind Ballabh Pant: Have the Army Department no relations whatsoever with the Stores Purchase Department of the Government of India?

Mr. G. E. F. Tottenham: Yes, Sir, they have large relations with the Stores Department for purchases in India.

Pandit Govind Ballabh Pant: Are the articles that are purchased from abroad acquired through the Stores Purchase Department of the Government of India?

Mr. G. E. F. Tottenham: No, Sir, at least not to any great extent. The stores that are required from abroad are mostly purchased through the India Store Department in London.

GOODS PURCHASED FOR THE MILITARY DEPARTMENT THROUGH THE INDIAN STORES DEPARTMENT.

350. *Pandit Govind Ballabh Pant: Will Government state the value and particulars of goods purchased for the Military Department through the Indian Stores Department?

The Honourable Sir Frank Noyce: The attention of the Honourable Member is invited to the annual Administration Reports of the Indian Stores Department, copies of which are available in the Library of the House.

Sir Cowasji Jehangir: May I ask the Honourable Member whether the Army Department are making any further efforts to meet their own requirements in India or are the Stores Department making efforts to meet their demands in India?

The Honourable Sir Frank Noyce: Certainly, Sir; I take it, my Honourable friend is referring to stores purchase generally.

Sir Cowasji Jehangir: No, purchases for the Military Department.

Mr. G. R. F. Tottenham: I have already explained, in answer to a question of Mr. Asaf Ali, the other day, that the requirements for the Army are now almost exclusively obtained and manufactured in this country. I think the total percentage is 89 per cent. That is a very considerable increase over what was the case 20 or 30 years ago.

Mr. S. Satyamurti: Is it 89 per cent. of value or of goods?

Mr. G. R. F. Tottenham: Of all stores required for the Army, i.e., lethal stores, ammunition, clothing, equipment and everything else.

Mr. S. Satyamurti: Is it 89 per cent. of the value of goods purchased or 89 per cent. of the bulk?

Mr. G. R. F. Tottenham: It is 89 per cent. of the value, Sir.

Pandit Govind Ballabh Pant: Are the goods required for the civil departments of the Government of India from abroad purchased through the Stores Purchase Department?

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

Pandit Govind Ballabh Pant: I want the Stores Purchase Department to make efforts in order that they may be able to purchase the military stores themselves from abroad.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member's question relates to the Military Department.

Pandit Govind Ballabh Pant: And that is exactly what I am driving at. Does the Stores Purchase Department acquire goods from abroad for the various departments of the Government of India other than the Military Department?

Mr. President (The Honourable Sir Abdur Rahim): The question relates to the Military Department only.

Pandit Govind Ballabh Pant: Then the question is, why does it not do for the Military Department what it does for the others?

Mr. President (The Honourable Sir Abdur Rahim): The Chair cannot allow that question.

TARIFF BOARD REPORT ON THE GLASS INDUSTRY.

351. *Pandit Govind Ballabh Pant: (a) When was the report regarding the glass industry submitted by the Tariff Board to the Government of India?

(b) Had it been published?

(c) Have Government completed their examination and published their conclusions?

(d) Is it a fact that the United Provinces Glass Works, Ltd., Bahjoi, is the only concern engaged in the manufacture of Window Glass in India?

(e) Are Government aware that the said company has been put to considerable loss in this manufacture of window glass every year during the last six years?

(f) Is it a fact that the imports of window panes and plate glass in India from Japan have increased by more than 500 per cent. during the last four years?

(g) Have Government received any representation in this connection from the United Provinces Glass Works, Ltd.? If so, what orders have Government passed on it?

The Honourable Sir Joseph Bhore: (a) The Report was submitted in March, 1932.

(b) and (c). No, Sir.

(d) Yes, Sir.

(e) Government have received representations to that effect.

(f) Yes, Sir.

(g) A representation has recently been received from the United Provinces Glass Works, Ltd., and the matter is receiving the consideration of the Government of India.

Mr. B. Das: Are Government contemplating to give protection against Japanese dumping by applying the Safeguarding of Industries Act to this particular industry?

The Honourable Sir Joseph Bhore: I would like to explain that position and the position in regard to the glass industry, and it is this: only one section represented by the window-glass industry—a single factory in India—has made a representation. No other section, to my recollection, of the glass industry has made any representation, and they seem to be quite satisfied with the revised duties which were imposed last year.

Mr. B. Das: Is it not a fact that the price of window-glass that was imported from Japan two years ago was Rs. 8-6-0 and now it is Rs. 5-4-0, and, therefore, the sheet-glass industry particularly requires protection against Japanese dumping?

The Honourable Sir Joseph Bhoré: I cannot say exactly what has been the fall in price, but there has been some considerable fall in prices recently.

Pandit Govind Ballabh Pant: Is it a fact that there is only one factory engaged in the manufacture of sheet or window-glass in this country?

The Honourable Sir Joseph Bhoré: I think that is so.

Pandit Govind Ballabh Pant: Is it also a fact that three other factories had to close down because of Japanese competition?

The Honourable Sir Joseph Bhoré: Not that I know of.

Mr. Sami Vencatachelam Chetty: What were the recommendations made by the Tariff Board in respect of this industry?

The Honourable Sir Joseph Bhoré: My Honourable friend must wait until the report is published.

Prof. N. G. Ranga: When do Government propose to publish the report?

The Honourable Sir Joseph Bhoré: As soon as we have completed the consideration of this last representation that has been received.

Prof. N. G. Ranga: Will that also take three years?

The Honourable Sir Joseph Bhoré: My Honourable friend is pessimistic.

Mr. Mohan Lal Saksena: Does the Honourable Member mean to suggest that if the representation had not been received, the report would have been published by now?

The Honourable Sir Joseph Bhoré: I have not followed my Honourable friend: but if I understood him correctly, I should say certainly not.

Mr. Mohan Lal Saksena: Does the Honourable Member mean to suggest that if the representation had not been received, the report would have been published by now?

The Honourable Sir Joseph Bhoré: No; not necessarily.

Pandit Govind Ballabh Pant: Do Government realise that delay in the matter of extension of protection is aggravating the difficulties of the company every day?

The Honourable Sir Joseph Bhoré: I think it is a fact that this company is suffering certain hardships.

Mr. S. Satyamurti: May I know why Government took three years to pass orders on a Tariff Board Report, in the case of a small industry like this?

The Honourable Sir Joseph Bhoré: If my Honourable friend will wait until the conclusions of the Government of India have been formulated, he will find that there are very good reasons indeed for the delay.

Prof. N. G. Ranga: What conclusions will Government come to on the decision of this House on the Resolution on this subject?

The Honourable Sir Frank Noyce: The House has not yet reached a conclusion on this subject.

Pandit Govind Ballabh Pant: When do Government expect to reach their final decision in this matter? It has already been pending before them for more than three years?

The Honourable Sir Joseph Bhoré: I have already given an answer; if my Honourable friend will wait until the conclusions of the Government have been formulated, he will find that there have been very good reasons for the delay: I hope there will not be any great further delay.

Sir Cowasji Jehangir: Does the Honourable Member realise that these delays not only cause considerable dissatisfaction, but do a great deal of harm to the industries in India, and will the Honourable Member further explain whether this delay is due to a lack of staff in his Department?

The Honourable Sir Joseph Bhoré: No: the delay is due to other causes which, as I say, he will understand when he is apprised of the conclusions of the Government of India in this respect.

Sir Cowasji Jehangir: Does the Honourable Member realise that we do know sometimes the causes of these delays, but we still do not understand the lengths of the delays: we have had cases like this before.

The Honourable Sir Joseph Bhoré: I am afraid he does not know the cause in this particular case.

Pandit Govind Ballabh Pant: Will Government grant a bounty to the company for the period that they have taken in considering this matter?

The Honourable Sir Joseph Bhoré: No.

Pandit Govind Ballabh Pant: Will the Honourable Member leave it for his successor or decide it himself?

The Honourable Sir Joseph Bhoré: I cannot say.

Mr. M. A. Jinnah: May I ask a question? Will the Honourable Member tell us even now when the propitious moment will come when we shall know the decision of the Government and see the report of the Tariff Board?

The Honourable Sir Joseph Shore: I hope it will not be very long.

Mr. S. Satyamurti: What does "very long" mean?

**CIRCULAR ABOUT THE IMPOSITION OF PENALTIES ON GOVERNMENT SERVANTS
WHOSE DEPENDENTS TAKE PART IN POLITICAL ACTIVITIES.**

352. *Dr. Bhagavan Das: Will Government please state:

- (a) whether they have issued a circular to the effect that certain pains and penalties would be imposed on Government servants and pensioners whose dependents were found taking part in political activities adverse to the present system of Government;
- (b) whether they have received any information of such cases, and if so, whether they will place the information on the table of this House; and
- (c) whether they have instituted any enquiries as to the cause why the dependents of Government servants and pensioners themselves, felt impelled to take part in such activities; and if so, what the result of such enquiries was?

The Honourable Sir Henry Craik: (a) Government have issued no such circular, but, in their Home Department notification, dated the February 15, 1934, which appeared in the Gazette of India, dated the 17th February, 1934, they announced an amendment made by the Secretary of State in the Government Servants' Conduct Rules which included a provision forbidding a Government servant to permit any person dependent on him for maintenance or under his care or control to take part in, or in any way assist, any movement or activity which is, or tends directly or indirectly to be, subversive of Government as by law established in India. The Government of India have also made a similar amendment in the Government Servants' Conduct Rules which apply to Government Servants under their control and have suggested that Local Governments should issue similar rules for Government servants under their control.

(b) The rule to which I have just referred was made as a result of a representation made by the Government of Bengal in which specific instances were given of Government servants permitting their dependents to take part in activities of the kind mentioned in the rule. I am not prepared to give information of these specific cases.

(c) The answer is in the negative.

Sardar Sant Singh: May I know if the Government of India subscribe to the principle that the sins of the sons are to be visited on the heads of the fathers?

The Honourable Sir Henry Craik: That is a matter of human experience.

Mr. S. Satyamurti: May I know what are the reasons which prompted the Government to pass this rule, and what they mean by "dependents"? Do they mean to say that the wives and children of Government servants are bond-slaves to this Government?

The Honourable Sir Henry Craik: As I have stated, the rule was made as the result of a representation submitted by the Bengal Government which gave certain specific instances of Government servants permitting their dependents to take part in activities of the kind mentioned in the rule.

Dr. Bhagavan Das: May I ask in how many cases did Government find that the dependents of Government servants were taking part in activities adverse to the present system of Government?

The Honourable Sir Henry Craik: I cannot say how many cases without notice.

Dr. Bhagavan Das: Is it not necessary that there should have been a very large number of cases to justify such a change in the existing rules?

The Honourable Sir Henry Craik: There were certain specific cases given by the Government of Bengal: how many I cannot say.

Dr. Bhagavan Das: Have Government searched their heart and made sure that it is no serious fault of their own, no serious defect in their own conduct of affairs, which is the cause of all this discontent in the minds of the dependents of their dependents?

The Honourable Sir Henry Craik: That question seems to me to contain arguments.

Mr. President (The Honourable Sir Abdur Rahim): It also contains an insinuation.

Dr. Bhagavan Das: I wish to submit that I am not questioning in the spirit of attack and defence at all: I am questioning in the spirit of the doctor who wants to lay his finger on the sore part and to find out what the root cause of the disease is.

Mr. President (The Honourable Sir Abdur Rahim): Only the form of the question was not in accordance with the rules.

Dr. Bhagavan Das: Will some more experienced Honourable colleague of mine put it in proper form?

Mr. N. M. Joshi: May I ask, Sir, how the Government of India expect the parents to coerce their children not to take part in politics? Do they expect them to starve their children?

The Honourable Sir Henry Craik: They expect them to exercise parental control.

Mr. N. M. Joshi: What is the meaning of parental control?

The Honourable Sir Henry Craik: The Honourable Member ought to know.

Mr. B. Das: Do Government propose to consider the introduction of similar rules for stopping pensions of rebels like Sir Reginald Craddock, Sir Michael O'Dwyer, General Dyer and others?

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

Munshi Iswar Saran: Did Government receive representations from any other Provincial Government besides the Bengal Government?

The Honourable Sir Henry Craik: I have already explained that the rule was made in consequence of the representations from the Government of Bengal. Whether other such representations have been received from other Local Governments, I cannot say for certain,—I do not remember seeing any myself.

Sardar Sant Singh: May I know if there is any case on record where the parent was convicted of abetment of the offence committed by his dependent?

The Honourable Sir Henry Craik: I am not aware, Sir.

Pandit Govind Ballabh Pant: Is it a fact, Sir, that the son of Mr. Baldwin, the leader of the Conservative Party, is a radical socialist?

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

Mr. S. Satyamurti: May I know what is meant by the term "dependent"? If a wife holds a different political opinion, will she have to be divorced?

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

PUBLIC SERVANTS RECEIVING SALARIES FROM GOVERNMENT.

353. *Dr. Bhagavan Das: (a) Will Government please state the total number of public servants of all kinds directly receiving salaries from Government?

(b) Will Government please state the lowest and the highest single salaries paid to public servants?

(c) Will Government please state the fixed sumptuary allowances, if any, paid to the Governor General, the Governors, and the other heads of provinces and departments of State?

(d) Will Government please state the highest amount of annual income on which income-tax was paid in India, in the year ended 31st March, 1934, by (i) a single Indian, and (ii) a single European?

(e) Will Government please state what exemptions have been granted by them to public servants under the power given to them in this behalf by the Income-tax Acts?

(f) Will Government please state what the average annual income per human being was in the year ended 31st March, 1934, (i) for the whole of the population of British India, (ii) for the poorest fifty millions, (iii) for the next less poor two hundred millions, and for the richest one hundred thousand?

The Honourable Sir Henry Craik: (a) and (b). I do not know what the Honourable Member means by the expression public servants. If he means Government servants, a reply to his question could only be given after reference to every Local Government and Administration in India and to many Heads of Departments under the Government of India. If he means to include servants of local authorities, such as Municipalities, then an even wider enquiry would be necessary. In either case, I am sure the Honourable Member will agree, that the labour involved would be out of all proportion to the value of information.

(c) I lay on the table a statement showing the sumptuary allowances of the Governor General and Heads of Provinces.

(d) This information is not in the possession of the Government of India who do not compile income-tax statistics on a racial or communal basis.

(e) I would refer the Honourable Member to paragraph 17 of Part III of the Income-tax Manual, a copy of which is in the Library of the House.

(f) The information is not available.

Statement showing the Sumptuary Allowances of the Governor General and Heads of Provinces.

	Rs. (per annum.)
Governor General	40,000
Governor of Madras	18,000
Governor of Bombay	25,000
Governor of Bengal	25,000
Governor of the United Provinces	15,000
Governor of the Punjab	12,000
Governor of Burma	12,000
Governor of Bihar and Orissa	6,000
Governor of the Central Provinces	6,000
Governor of Assam	6,000
Governor of the North-West Frontier Province	6,000
Chief Commissioner, Delhi	3,000
Chief Commissioner, Andaman and Nicobar Islands	2,400

Mr. Bhulabhai J. Desai: Are Government servants not public servants in India?

The Honourable Sir Henry Craik: Yes, they are, but there are other people besides Government servants who are public servants.

Mr. Bhulabhai J. Desai: Who are they?

The Honourable Sir Henry Craik: The servants of Local Bodies.

Mr. Sri Prakasa: Do they receive salaries from Government, because the question asks for the total number of public servants of all kinds directly receiving salaries from Government? Do municipal servants receive salaries from Government?

The Honourable Sir Henry Craik: No, Sir, but municipal servants are included in the definition of public servants, which—I think my friend knows much better than I do.—I think is given in the Criminal Procedure Code.

Mr. Bhulabhai J. Desai: Directly receiving salaries from Government is the qualification, I take it? I only want to know whether there is any real distinction in this country between a public servant and a Government servant?

The Honourable Sir Henry Craik: There is a legal distinction, certainly.

Mr. Bhulabhai J. Desai: I hope they are answerable to the public and serviceable to them.

Mr. S. Satyamurti: What are the sumptuary allowances paid for to the Governors and the Governor General?

The Honourable Sir Henry Craik: To enable them to discharge their obligations of entertaining.

Mr. Mohan Lal Saksena: Do the Governors and Governor General give donations to charitable institutions out of these allowances?

The Honourable Sir Henry Craik: I don't think so.

Mr. M. Ananthasayanam Ayyangar: What per cent. is it of the salary?
(No answer.)

IMPORTATION OF FOREIGN RICE INTO THE MADRAS PRESIDENCY.

354. ***Mr. H. A. Sathar H. Essak Sait:** (a) Will the Honourable the Commerce Member be pleased to state what action Government have taken on the repeated representations of the Madras Government to prevent the importation of foreign rice into the Madras Presidency?

(b) Are Government aware that the importation of foreign rice into the Madras Presidency still continues, is causing very great loss to agriculturists and merchants and this was admitted by the Government of Madras on the floor of the Madras Legislative Council? Do Government propose to take immediate action to prevent any further loss to South India by the importation of foreign rice, and lay before this House any proposal that they may have towards this end?

(c) Will Government be pleased to lay on the table the correspondence they had with the Government of Madras on this subject?

Mr. G. S. Bajpai: (a)–(c). I would invite the Honourable Member's attention to the statement which I made in this House in replying to the Resolution on this subject on the 11th February, 1935.

Prof. N. G. Ranga: Have Government reached any decision at all?

Mr. G. S. Bajpai: If Government had reached a decision, I should have announced it.

Prof. N. G. Ranga: When are they likely to reach a decision?

Mr. G. S. Bajpal: I cannot give any time limit or specific date.

Prof. N. G. Ranga: Will it be before the end of this Session?

Mr. President (The Honourable Sir Abdur Rahim): Order, order. The Honourable Member has already answered that question.

PREVENTION OF THE IMPORTATION OF COCOANUT AND COCOANUT PRODUCTS FROM CEYLON INTO SOUTH INDIA.

355. ***Mr. H. A. Sathar H. Essak Salt:** Will the Honourable the Commerce Member be pleased to state what action Government have taken for the prevention of the importation of cocoanut and cocoanut products from Ceylon into South India? Are Government aware that this is causing great distress in the West Coast, because it is the principal produce of this area and a very great proportion of the people live by cocoanut alone?

The Honourable Sir Joseph Bhoré: An enquiry into the conditions of the cocoanut producing industry has been carried out by Dr. J. S. Patel under the orders of the Imperial Council of Agricultural Research. His report was placed before an *ad hoc* Committee of officials and non-officials convened by the Council. The Committee met at New Delhi from the 14th to the 16th January, 1935, and its report and recommendations are now under consideration by the Government of India.

Mr. H. A. Sathar H. Essak Salt: May I know, Sir. . . .

Mr. President (The Honourable Sir Abdur Rahim): Is that a supplementary question?

Mr. H. A. Sathar H. Essak Salt: Yes, Sir. May I know when will Government come to a decision on this question?

The Honourable Sir Joseph Bhoré: I really cannot give answers to questions like that. I have informed my friend that the report is under the consideration of the Government of India, and I hope the delay will not be unnecessarily long.

Mr. S. Satyamurti: May I know, Sir. . . .

Mr. President (The Honourable Sir Abdur Rahim): Is that a supplementary question?

Mr. S. Satyamurti: Yes, Sir. May I know, Sir, why Government cannot give us even an indication of the time required for their consideration? When they take three years to consider a report, the House is entitled to know how long they will take to come to a decision.

The Honourable Sir Joseph Bhoré: The matter has been under the consideration of the Government of India for less than a month.

Mr. S. Satyamurti: How many more months do they want?

(No reply.)

REFUSAL TO ACCORD OFFICIAL RECOGNITION TO THE MALABAR CHAMBERS OF COMMERCE.

356. ***Mr. H. A. Sathar H. Essak Salt:** (a) Will the Honourable the Commerce Member be pleased to state the reasons for refusing official recognition to the Malabar Chambers of Commerce as per the request made by them in 1981?

(b) Do Government propose to reconsider the matter and grant the request of the Malabar Chamber of Commerce to admit them to the privilege of direct consultation by the Government of India on matters commercial, financial, etc.?

The Honourable Sir Joseph Bhore: (a) Government were of opinion that the weight and standing of the Malabar Chamber at that time were not such as to justify recognition by the Government of India.

(b) If any further representation is received from the Chamber, the matter will be examined, but it is not possible to state what the decision of Government will be.

Mr. H. A. Sathar H. Essak Salt: Have not the same Chamber written again to the Government of India in 1984?

The Honourable Sir Joseph Bhore: Will the Honourable Member kindly speak up?

Mr. H. A. Sathar H. Essak Salt: Have not the same Chamber written again to the Government of India in 1984 placing their present position before the Government?

The Honourable Sir Joseph Bhore: I am not aware of that, Sir.

Maulvi Muhammad Shafi Daudi: May I know, Sir, what are the conditions on which recognition is granted to a Chamber?

The Honourable Sir Joseph Bhore: I should like to have notice of that question, Sir.

ENQUIRY INTO THE CONDITIONS OF ADMINISTRATION AND ACADEMIC INSTRUCTION IN COLLEGES OF THE DELHI UNIVERSITY.

357. ***Mr. M. Asaf Ali:** In view of the proposal made by Government for the development of the University of Delhi into a Federal University, as set out in the letter of Mr. G. S. Bajpai to the Chief Commissioner of Delhi, dated the 11th April, 1984, do Government propose to make an immediate inquiry into the conditions of administration and academic instruction in each of the constituent Colleges of the University of Delhi?

Mr. G. S. Bajpai: The reply from the University to the letter referred to by the Honourable Member is still awaited; as also a reply to a subsequent letter, in which the University were invited to frame a statute prescribing the conditions for the recognition of colleges. On receipt of these replies, Government will be in a position to consider whether any special arrangements for the inspection of colleges are necessary.

PUNJAB MARTIAL LAW CONVICTS CONFINED IN THE ANDAMANS.

358. ***Pandit Sri Krishna Dutta Paliwal:** (a) Will Government be pleased to state the names of such of the Punjab Martial Law convicts who are still confined in the Andamans, with the names of the place or places where they are confined?

(b) Do Government intend to release them? If so, when? If not why not?

(c) Do Government propose to consider the advisability of releasing them immediately?

The Honourable Sir Henry Craik: (a) The following Punjab Martial Law prisoners are confined in the Andamans:

Jai Ram Singh, Allah Din alias Dina, Jalal Din, Karam Chand, Nadir Ali Shah, Dina and Sarwar.

(b) and (c). Government have at present no intention of releasing these prisoners before the expiry of their sentences.

Pandit Sri Krishna Dutta Paliwal: May I know, Sir, if Government propose to release these people in connection with the Silver Jubilee?

The Honourable Sir Henry Craik: No, Sir.

DECLARATION OF THE COMMUNIST PARTY OF INDIA AS AN UNLAWFUL ORGANISATION.

359. ***Pandit Sri Krishna Dutta Paliwal:** (a) Will Government be pleased to state the circumstances which compelled them to declare the Communist Party of India an unlawful organization?

(b) What was the information Government possessed when they declared the Communist Party of India illegal? What was the nature of that information?

The Honourable Sir Henry Craik: I would refer the Honourable Member to the answer given by me on the 14th August, 1934, to Mr. Gaya Prasad Singh's question No. 545.

Pandit Sri Krishna Dutta Paliwal: That answer is not on my table, and I am not able to ask any supplementary questions. The answer given to Mr. Gaya Prasad Singh's question is not on my table, and I cannot ask any supplementary question on that. Will the Honourable Member kindly read that answer?

The Honourable Sir Henry Craik: The answer is extremely long, and I am afraid I could not read it. It was so long that, with the permission of the Chair, I laid the original answer on the table.

Pandit Govind Ballabh Pant: Will the Honourable Member place the answer on the table and will he allow us to put supplementary questions on such a long answer on some other day?

The Honourable Sir Henry Craik: It is in the official report.

Mr. President (The Honourable Sir Abdur Rahim): It is already in the Official Report.

Mr. S. Satyamurti: How can we put supplementary questions? Only the reference is given there. Unless some time is given to us to look into the reference, how can we put supplementary questions?

Mr. President (The Honourable Sir Abdur Rahim): The Chair finds numerous supplementary questions are put even when the
12 Noon. Honourable Members have no written answer before them.

Mr. S. Satyamurti: But not on this matter, Sir. We are entitled to put them on every question.

Pandit Govind Ballabh Pant: But in this case the answer has not been read out at all.

Mr. A. K. Fuzul Huq: May I point out, many more will be put if the answer is read out? (Laughter.)

CONFISCATION OF CERTAIN BOOKS BY THE COLLECTOR OF CUSTOMS, BOMBAY

360. ***Pandit Sri Krishna Dutta Paliwal:** (a) Is it a fact that a book named *Historical Nationalism* by Bukhain was seized from Nelson Book Depot, Bombay, in November, 1932, and confiscated by the Customs Collector on the 28th February, 1933, under the Notification of 1932?

(b) Will Government be pleased to state the reason or reasons for the confiscation of that book?

(c) Is it also a fact that the copies of another book named *History of Russian Revolution* by Trotsky indented for by the same publisher were detained in the Post Office Customs Examination Department and confiscated by the Customs Collector, but were released after seven months according to the Instructions from the Government of India?

The Honourable Sir Henry Craik: (a) The answer is in the affirmative if, as I presume, the Honourable Member has in mind the book entitled "Historical Materialism".

(b) The book is a prohibited publication since it comes within the purview of the Finance Department (Central Revenues) Notification, under the Sea Customs Act, dated the 10th September, 1932, which prohibits the importation into British India of publications emanating from certain Communist sources.

(c) I would invite the Honourable Member's attention to the reply given by my predecessor, on the 23rd August, 1933, to Mr. Gaya Prasad Singh's question No. 28.

Mr. President (The Honourable Sir Abdur Rahim): On the 11th February, Mr. Satyamurti raised the point whether in the case of starred questions standing in the name of an absent Member such questions can be asked by another Member, if he has not obtained his authority in writing beforehand. The Chair promised then to give its ruling on the subject. Having considered Standing Orders 18 and 19 and the history of previous practice since 1921, the Chair rules that ordinarily it will not allow a question standing in the name of an absent Member to be asked by another Member, unless he has been previously authorised in that behalf. This is in accordance with the recent practice of the Assembly as well as of the House of Commons. But, in special circumstances, in respect of any particular question, the Chair may dispense with such authorisation.

STATEMENTS LAID ON THE TABLE.

Information promised in reply to starred question No. 209 asked by Mr. Gaya Prasad Singh on the 25th July, 1934.

LIQUIDATION OF THE EAST AND WEST CORPORATION, LIMITED, DELHI.

(a), (b) and (d). The East and West Corporation, Limited (in liquidation), was started in 1931 for the conduct of general business, including piecagoods. As regards the other information asked for, attention is invited to the reports of the Official Liquidator, dated the 28th June, 17th July and 19th December, 1934, copies of which have been placed in the Library of the Legislature.

(c) No. A request received from the Corporation for assistance in certain ways was definitely refused by Government.

Information promised in reply to parts (b) to (i) of starred question No. 227 asked by Mr. Vidya Sagar Pandya on the 25th July, 1934.

CONTROL OVER THE ADMINISTRATION OF THE MADRAS PORT.

(b) The required information in respect of the Ports of Madras and Vizagapatam will be found in the publications mentioned below copies of which have been placed in the Library:

- (i) Madras Port Trust-Scale of Charges payable at the Port of Madras. Parts I and II.
- (ii) Vizagapatam Port Rules and Scales of Rates.

As regards the other ports in the Madras Presidency a consolidated statement has been prepared and placed in the Library.

(c) The tonnage of traffic (both imports and exports) that passed through the Port during the last three years is given below :

1931-32	1,155,748 tons.
1932-33	1,010,890 „
1933-34	1,009,192 „

(d) The Port Trust's building insurance for the year 1934 was divided equally amongst seventeen Insurance Companies of which four were Indian Companies and the remaining thirteen British or Colonial.

(e) Of the fifteen Trustees including the Chairman, four are Indians and the remaining eleven are Europeans.

(f), (i). There are four quay berths available for general cargo. The daily average number of quay berths vacant in 1933-34 was 0.93.

(ii) One hundred vessels.

(iii) (a) British India Steam Navigation Company.

(b) Scindia Steam Navigation Company.

(c) Anchor-Brocklebank Line.

(d) Ellerman City and Bucknall Line Limited.

(e) Asiatic Steam Navigation Company.

(f) Venice Line.

(g) Bank Line.

(h) Isthmian Steamship Company.

(iv) The Port Trust paid Rs. 97,500 more to the above companies than it would have paid had quays been available for all ships to come alongside.

(g) The matter was still *sub-judice* in October, 1934. The amount paid to the Trust's solicitors, Messrs. Moresby and Thomas, upto that time in connection with the case including counsels' fees was Rs. 21,687-4-0.

(h) The Honourable Member is presumably referring to the leave allowances drawn by Mr. G. C. Armstrong, Chairman of the Madras Port Trust, when he went on leave in 1931. The position in that connection is as follows :

When in 1928 Mr. Armstrong was appointed as Chairman of the Madras Port Trust it was decided that he should be governed by the Fundamental Rules for purposes of leave. In 1931 he proceeded on leave, but the limits regarding maximum leave salary laid down in Fundamental Rule 89(2) were not actually applied to his leave salary. In February, 1932, the Government of Madras issued orders that the provisions of Fundamental Rule 89(2) should be enforced whenever Mr. Armstrong goes on leave in future, but that, as no specific mention was made in his appointment orders that his leave salary would be subject to the limits prescribed by Fundamental Rule 89(2), it was not necessary to insist on recovering from him any of the amount drawn by him as salary during the leave taken in 1931.

(i) Government consider that there is nothing in the question asked by the Honourable Member which requires investigation by a Committee of Inquiry.

Information promised in reply to starred question No. 337 asked by Khan Bahadur Haji Wajihuddin on the 1st August, 1934.

EXPORT OF SKINS OF NEWLY BORN LAMBS AND KIDS.

(a) Government are aware that there is a demand in foreign countries for skins of newly born lambs and kids, but they have no information regarding the extent of this demand.

(b) Government understand that the practice of slaughtering newly born lambs and kids has recently been started in India. The question as to whether it is possible to take any steps to check the practice has been taken up by the Imperial Council of Agricultural Research.

(c) As the exports of these skins are not separately recorded in the trade returns, no information is available regarding the quantities imported by different countries but it is believed that the exports from India go mainly to the United States of America and the United Kingdom.

Information promised in reply to starred question No. 600 asked by Khan Bahadur Haji Wajihuddin on the 14th August, 1934.

LEAVE AND GRATUITY TO RAILWAY EMPLOYEES FOR HAVING FAILED IN EYE-SIGHT.

As regards the grant of leave to an employee who is discharged from service for having failed in eye-sight test, the practice in force on the various State-Railways is as follows :

Eastern Bengal Railway.—Employees of this Railway who hold posts the duties of which affect the safety of the travelling public and who fail due to defective eye-sight to conform to the standard of physical fitness required of the holders of such posts are given leave up to the amount admissible as may be decided by the sanctioning authority prior to discharge, every attempt being made to find other suitable employment for them during such leave.

Burma Railways.—An employee who is discharged from service for failure in eye-sight test, is granted leave due to him under the rules, up to a limit of 6 months.

Great Indian Peninsula Railway.—An employee declared medically unfit for further service on account of his having failed in the eye-sight test is granted all the leave admissible to him prior to the termination of his services.

North Western Railway.—The staff declared completely and permanently incapacitated for further service are granted leave admissible under Supplementary Rule 233(c), if any one of the conditions laid down therein is satisfied.

Staff declared medically unfit for employment in their own category but considered fit for employment in other classes in which no suitable appointment is available for them at the moment are granted all leave due and admissible preparatory to retirement during which their names are registered for employment for which they are recalled if it becomes available before expiry of such leave.

East Indian Railway.—In the case of an employee who is found medically unfit on account of failure to pass the eye-sight test in a particular category endeavours are made to absorb him in a category for which he may be suitable. Failing this he is discharged and the question of his leave is dealt with as follows :

- (a) An employee whose leave is regulated under the Fundamental rules or the new leave rules for State railway staff, if declared medically unfit for having failed in the eye-sight test is granted leave under Supplementary Rule 233.
- (b) European and Anglo-Indian employees under the East Indian Railway Leave Rules are granted such leave as is due under the rules, provided they have completed 20 years service. Other staff under the East Indian Railway leave rules are not allowed any leave after they are invalided except in cases where they already happen to be on leave at the time they are declared medically unfit in which case they are retired from service at the expiry of the leave already granted.

Information promised in reply to part (a) of the starred question No. 184 asked by Mr. Anugrah Narayan Sinha on the 12th February, 1935.

INCOME-TAX ASSESSED ON REGISTERED COMPANIES AND FIRMS IN BIHAR AND ORISSA.

- (a) Rs. 1,93,550 in 1933-34.

Information promised in reply to part (e) of starred question No. 190 asked by Mr. V. V. Giri, on the 13th February, 1935.

**OVERTIME WORK AND EARNINGS OF ASSISTANT PREVENTIVE OFFICERS IN THE
MADRAS CUSTOM HOUSE.**

Names.	Pay.	Total Gov- ernment overtime.			Total Mer- chants' overtime.			Remarks.
		Rs.	Hours	Rs. a.	Hours	Rs.	a.	
1. Mr. E. S. Chinna-swami Pillai	96	334	486	8	183	318	8	Preventing Offi- cer from 3rd September 1934
2. Mr. Md. Abdulla	87	135	195	0	103	186	0	
3. Mr. C. Venkoba Rao	87	84	150	0	107	186	8	Examiner from 3rd September 1934. Worked in the Postal Appraising de- partment during September to December 1934.
4. Mr. Md. Latfai Rasul	84	321	447	0	125	217	8	Examiner from 3rd September 1934.
5. Mr. Saiyid Abdul Razack	84	283	386	0	190	331	8	
6. Mr. S. A. Selvanathan	84	318	454	8	140½	228	0	
7. Mr. Jacob John	84	301	405	0	149	223	0	
8. Mr. L. C. Pearson Joseph	84	152	270	8	162	270	0	
9. Mr. G. Natese Pillai	84	263	394	0	152	272	0	Examiner from 3rd September 1934.
10. Mr. V. Kannabiran Pillai	84	325	458	0	120	204	8	
11. Mr. M. Jambulinga Mudaliyar	84	296½	435	8	148	258	8	
12. Mr. T. N. Krishna- murthi Naidu	84	209	293	0	149½	256	0	
13. Mr. T. N. Gopalakrishna Iyer	84	329	474	0	91½	158	0	
14. Mr. Mohideen Noor John	84	171	282	0	111	223	8	Examiner from 3rd September 1934.
15. Mr. T. S. Sitarama Ayyar	84	151	266	0	218	414	0	Examiner from 3rd September 1934.
16. Mr. S. H. Nurse	84	325	459	8	116½	213	0	
17. Mr. S. Satchidanandan Chetti	84	310	452	0	131	218	0	
18. Mr. V. Krishnan	84	345	453	0	131	202	0	
19. Mr. N. Krishnamurthi Pillai	84	253	373	0	146½	271	0	
20. Mr. C. K. Dorasami Ayyar	81	310	395	0	144	256	0	

Names.	Pay.	Total Gov- ernment overtime.			Total Mer- chants' overtime.			Remarks.
		Rs.	Hours	Rs. a.	Hours	Rs. a.		
21. Mr. Md. Abdul Aleem	78	149½	251	8	124	216	8	Examiner from 3rd September 1934.
22. Mr. W. J. D'Souza	78	168	219	0	37	85	0	On leave during January to June 1934.
23. Mr. V. Paramasiva Mudaliar	78	114	207	0	120½	210	0	Examiner from 3rd September 1934.
24. Mr. S. Sethumadhava Chetty	66	405	270	0	149	247	8	

N.B.—(1) Overtime earnings in respect of the five Assistant Preventive Officers transferred as Examiners have been restricted to the difference between one and a half times the pay they would have drawn as Assistant Preventive Officers and their present pay as Examiners.

(2) Assistant Preventive Officer Mr. V. Paramasiva Mudaliar (No. 23 in the list above) has been acting as Examiner from 3rd September 1934 and has not been earning overtime.

ELECTION OF THE STANDING COMMITTEE FOR THE DEPARTMENT OF COMMERCE.

Mr. President (The Honourable Sir Abdur Rahim): I have to inform the Assembly that Messrs. Basanta Kumar Das, W. B. Hossack and H. A. Sathar H. Essak Sait have been elected to serve on the Standing Committee for the Department of Commerce.

MESSAGE FROM THE COUNCIL OF STATE.

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

"I am directed to inform you that the Council of State has, at its meeting held on the 18th February, 1935, agreed without any amendment to the Bill to amend the Indian Naturalization Act, 1926, for certain purposes, which was passed by the Legislative Assembly at its meeting held on the 28th January, 1935."

BILL PASSED BY THE COUNCIL OF STATE.

Secretary of the Assembly: Sir, in accordance with the provisions of rule 25 of the Indian Legislative Rules, I lay on the table a Bill further to amend the Cinematograph Act, 1918, for a certain purpose, which was passed by the Council of State on the 18th February, 1935.

THE RAILWAY BUDGET—GENERAL DISCUSSION.

Mr. President (The Honourable Sir Abdur Rahim): The House will now proceed to consider the Railway Budget, General Discussion, First Stage. One day has been allotted for the purpose, and the Chair has decided to fix a time limit of fifteen minutes for each speaker.

Dr. Ziauddin Ahmad (United Provinces Southern Divisions: Muhamadan Rural): Sir, the Honourable the Railway Member has presented to us his last Railway Budget, and we expected that he would point out the budgetary and administrative improvements that he succeeded in making during his tenure of office. But, unfortunately, his speech was the shortest speech ever delivered by any Railway Member on the floor of this House. In fact, he thinks more of the protection to Japan and Lancashire than of the Indian Railways.

Coming to his speech,—a copy of which I have got in my hand,—he says:

"The only other point of interest I would like to refer to in connection with our estimates of expenditure—(of course, the first one was the reconditioning of some of the wagons)—is the proposal to make the Central Standards Office permanent with a somewhat larger staff and to provide an annual grant for research."

What are the reasons? He says:

"The valuable work done by this office. . . is well known and I need hardly dilate on it at any length here."

In this case I may point out that the Railway Retrenchment Committee, only a few years back, said:

"We think the post of the Chief Controller of Standardisation should be abolished and his work entrusted to the Director of Engineering."

They also say:

"The whole staff should be considered as temporary for the present."

The Retrenchment Committee, on account of the financial stringency, did not like to make the staff permanent, but this fact was not mentioned to the Standing Finance Committee for Railways, for, when I saw their report, it was clear that they were not informed of the opinion of the Retrenchment Committee and no case was made out, either in the report of the Railway Standing Finance Committee or in the speech of the Honourable Member for Railways, that the work of the Standardisation Office was of such great importance that it should be made permanent at once. The Railway Board on that occasion gave an assurance that they would keep all these posts in abeyance, but, unfortunately, it has not been done. Depression is a very convenient word; it is made an excuse for not doing a thing, but it disappears whenever the Railway Board want to do a particular thing. The depression disappeared in restoring the salary cut, but we still have to wait and see whether it will disappear in the case of the surcharge of 25 per cent.

I now come to the next point, and that is the question of depreciation. Year after year we have been drawing attention to the unsatisfactory position of the depreciation fund. I took exception to it last year, and Diwan Bahadur Ramaswami Mudaliar delivered a lengthy sermon on it.

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but the result is, the Honourable Member for Railways has come forward with a very novel proposal, a very unscientific proposal, which cannot be substantiated by any reasoning,—that is, the fixing of 1/60th of the capital at charge for the depreciation fund. I have made some calculations and I find that this 1/60th varies enormously from the actuals. In some cases it is more, while in others it is less. The maximum variation is six per cent, but still that is not really the point I would like to emphasize today. The point I wish to emphasize today is that the amount of 1/60 capital works up to an enormous figure. It comes up to 24 per cent. of the working expenditure and 14 per cent of the total income. To put in the depreciation 24 per cent. of the working expenditure is certainly unjustifiable. This raises some very important issues and I notice this in calculating the working ratio—by the working ratio we mean the division of the expenditure by the income. In the administration report and everywhere there are two working ratios, that is one with the depreciation included, and the other without the depreciation and the difference is as much as 15. Sir, I remember the Honourable the Finance Member or somebody from the Official Benches pointing out the figures of this ratio in European countries said that it was not very clear whether this working ratio did or did not include the depreciation fund. They forgot that the enormous amount of this depreciation fund, which we have got in this budget is almost absent from the railway budget of every other country. Other countries have not got any such marked difference between the two working ratios as we have got in this country. Now, I may go out of the way and point out one thing. The working ratio in all the other countries in Europe has definitely increased. In England, it has increased from 81 to 85½, in Canada from 79½ to 84 and in Germany it has risen to 105, and even the Administration Report says in para. 14 that it is understood that reduction in maintenance charges could have been made but for the fact that they wanted to reduce unemployment. Therefore, in every other country, the working ratio has been kept up in order to meet the problem of unemployment, simply because those Governments were sympathetic. Here it has been actually diminishing from 59 to 56, which really means that a large number of persons were thrown out of employment in these days of depression, when they cannot find work anywhere else. Coming back to the problem of the depreciation fund, I find that it is in fact used by our Railway Board as a kind of reserve fund. What right have they got to put in 13.28 crores in the reserve fund in these days of depression and aggravate the problem of unemployment? I illustrate the absence of logic by taking one illustration and that illustration is the Hardinge Bridge. I have got two observations to make about this particular bridge. They are provided in the proceedings of the meeting of the Standing Finance Committee. One point which I should like to make out is that it is customary and a thing of common practice that they put one budget in one year and in second, third, and fourth year, it increases to four times or five times. If you see the proceedings of the Standing Finance Committee on page 143, they first estimated it to cost 77 lakhs and then after second thoughts it came to 116 lakhs. The work is still going on and I do not know how it would end. I specially draw attention to one novel feature mentioned. It is said in order to find out exactly the method of protection, let us get the seven wise men of the country to think over this problem. And they got out a novel way of finding this

amount. It is suggested that a model of the bridge be made at Poona and the conditions in which the water is flowing should be tested in the laboratory and then they ought to consider whether that model should stand or not. I never heard of a novel practice like this. It is exceedingly ingenious. After all what is mathematics for. We can always measure the distance between two things and if we do not know the conditions, how this model is going to help, I do not know. These engineers seem to have forgotten their mathematics.

Mr. A. K. Fuzul Huq (Bakargunj *cum* Faridpur : Muhammadan Rural) : Has the Honourable Member seen the Hardinge Bridge?

Dr. Ziauddin Ahmad : I have been over it six times and every time I felt happy when I got to the other side of the river. Sir, I have taken the Hardinge Bridge to illustrate one point of the depreciation fund. I find that they put down year after year an expenditure from the revenue side, from the capital fund. The bridge costs a certain amount, and year after year, they have to add another amount from the capital fund, so that the capital fund at charge on this particular bridge rises continuously. And if the depreciation is calculated at 1/60ths of the capital at charge, then the value of the depreciation fund on this particular bridge on which we spend every year a certain amount will rise up. This is really a proposition which no one can admit for a single moment. The other thing is that really speaking, on page 1 of the demand, I find that they are artificially raising the income and expenditure. On the one side, they are putting in a sum of 13 crores and 28 lakhs in the depreciation fund; while, on the other side, they are taking it under the heads of 9.50 from item No. 12 and 1.89 from column 9: thus it means putting something in one pocket and taking it from the other pocket.

Mr. President (The Honourable Sir Abdur Rahim) : The Honourable Member has two minutes more.

Dr. Ziauddin Ahmad : I would very much like to make the suggestion that all open-line works should be managed by means of revenue expenditure and a small sum of 2 to 2½ per cent. of the total income may be reserved for special emergencies. By their spending large sums of money from the capital at charge, they are artificially raising this depreciation fund. From this side of the House, I have got a strong suspicion that putting these large sums of money in the depreciation fund is intended to avoid payment to the revenue. They intentionally want to show that there is no profit, in order to avoid payment to the general revenue of this country. This is really the belief that we have in our minds. The Finance Member has pointed out that the Depreciation Fund is not divided between the Finance Member and the Railway Member. It is perfectly safe, I know, in the hands of the Government, we cannot doubt it, but the object is to point out that very large sums of money are thus tied up. Now, Sir, I cannot deal exhaustively with the other points but I shall mention some of them by the way within one or two minutes time at my disposal. The first question is about the strategic lines. Sir, year after year, we have been pressing this question for consideration so as to settle the issue of the strategic lines once for all. Either, they should be taken over by the military, the income as well as the expenditure, or they should be handed over on certain conditions to the Railways. (Hear, hear.) As things are, I do not know, Sir, in whose account all these things are—

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pocketed. (Laughter.) Now, Sir, about the question of the Budget itself, I have got again the same difficulties. Unless my Honourable friend, Mr. Rau, points out to me in the Chamber how the things are shown and put together, I will not be able to find out the facts. I find here also that if we add the expenditure on the capital to the capital at charge of the previous years, it does not make up the total capital at charge in this particular year. My second difficulty is that the figures are not put down in a manner by means of which we can compare similar figures for other countries. Of course every year statistics are prepared by the Internationale in Paris for all the countries of the world but they cannot possibly incorporate the figures of this country because our figures are not compiled in the manner in which the estimates of the other countries are compiled. Sir, then I expected a certain chapter, either in the Administration Report or some mention in the Honourable Member's speech, as to what steps they are taking to acquire the smaller lines. It is now be fixed policy, as mentioned in Appendix E of this Report, that these smaller lines are to be acquired, but no step has been taken and no mention has been made about it and I should like to hear something about it.

Now, within the one minute I have, I shall mention the other points that have been raised during the last two years on the floor of the House but no notice was taken by the Government with regard to them. Nothing is mentioned either in the Administration Report or in the Railway Member's speech about them. The first is, the catering arrangements, then the publicity bureau, then the grievances of the third-class public, the high rates on coal, then the concessionary return tickets, the purchase of stores, the balance-sheet of Government collieries, the amalgamation of audit and accounts and the abolition of the divisional system and agency. All these points have been raised on the floor of the House and at least we expected Government to consider them, to examine them, and, afterwards, to give their opinion as to whether those things can be done or cannot be done, and if they cannot be done, then why? (Loud Applause.)

Mr. Akhil Chandra Datta (Chittagong and Rajshahi Divisions: Non-Muhammadan Rural): Mr. President, I do not propose to indulge in any remarks of congratulation in the *manuli* fashion, or, for the matter of that, in any remarks of condolence, if I may be allowed to use an expression like that. Sir, I want to address myself straightway to a certain point on which it is well-known that Indians feel very keenly, I mean, the question of the Indianisation of the railway services. Now, we want complete Indianisation of the railway services, from the top to the bottom, we do not want it as a matter of concession or as a matter of favour; we claim Indianisation not merely because these railways are Indian railways, but because these lines have been built up with the tax-payer's money, with the money of the Indians. Sir, Indian tax-payers have put in crores and crores of rupees in these railways. In fact, Sir, I think it is no exaggeration to say that every single individual tax-payer of this country is a shareholder of these railway companies. These railway lines are the property of the Indian people, they are the assets of the Indian people, and it is, therefore, only natural that the Indians should claim, when there has been an awakening of national consciousness, that they must have their voice in the management of these railway companies. The policy must be laid down by the Indians, the administration must be carried on by Indians and in a way that will conduce to the interests of

the Indian people. Now, Sir, there is one very important reason why—it is not a question of mere sentiment—the management and the policy should be regulated by the Indians, because one of the most fundamental duties of a railway company in every civilised country is that of furthering the industrial and economic development of the country. That is a primary duty of the railway companies.

Now, Sir, the national advancement must be the watchword of the railway companies, and that becomes more or less impossible unless there is complete Indianisation of the railway services and unless there are Indian Members on the Railway Board. As regards industries, although India was one of the foremost and industrial countries in the world, it is now most backward industrially. This is not the time nor the place to discuss as to who is and what is responsible for this state of things. History has recorded its own verdict on that question, but so far as we are concerned, it is admitted now by all parties that the economic salvation of India lies in industrial regeneration. Both the Government and this Honourable House are committed now to the policy of industrial regeneration. Now, Sir, it is not infrequently the case that the interests of the British industries and those of the Indian industries come into conflict. Unless, therefore, the Indianisation of the railway services goes side by side with industrialisation, we cannot expect, so far as the railways are concerned, that it will do its duty towards the Indian industries. In all civilised countries, the general practice is that they help the local industries, by preferential treatment, by imposing higher scales of railway rates upon imported goods, by facilitating the carriage of raw materials from one important centre of the country to another at especially low, favourable rates, but these are things which we cannot expect to have unless at the helm of affairs of the railway companies there are Indians.

Now, Sir, the railways have another very important duty. They provide employment for large numbers of people. In India, at the present moment, that duty, that function, has become all the more important in view of the unemployment problem. That problem has become very acute now in the case of the educated young men of our country. Is there any reason why our young people should starve while people from other countries, from distant lands, are allowed to come and enjoy the loaves and fishes in the railway services? There is another still more important reason as to why there should be a complete Indianisation of services, and that is from the point of view of economy. In this cursed country, preference is not only given to outsiders and to non-Indians, in the matter of admission to the services but they are given preference also in the matter of pay and status. It is said that outsiders, Britishers in particular, should be given a higher pay because they want more comfort. We, the poor people, do not grudge them any higher comforts, but we only want that this ought not to be at the cost of the poor tax-payers of this country. It is well-known that we can have services of equally competent Indians at a much cheaper cost and that is bound to lead to economy, and that, in its turn, will lead to the reduction of rates and fares which will benefit the whole Indian population. Therefore, from that point of view, also, Indianisation of railway services is essential. Now, Sir, what is the history with regard to this matter? There has been an anti-Indian attitude throughout in our railway administration, but recently the doctrine of Indianisation has been accepted by the Government. There is the Convention of 1924, and, therefore, it is no longer a matter of controversy so far as the abstract question is concerned. But the whole

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question is whether that Convention and the promise contained in it have gone beyond the stage of a mere pious wish. The question is whether during these ten years from 1924 to 1934—that promise has been actually carried out with regard to the Indianisation of services. It was laid down in that Convention that there should be not only Indianisation, but that its pace should be rapid. The whole question is—has that promise been made good? My complaint is that it will appear from the facts and figures that not only has the pace and progress not been rapid, but it has been so scandalously slow that one is tempted to remark that really the promises are made to the ear, but are actually broken to the heart. I should like to ask, how many Indians are there in the position of the Agents of the different Railways? How many Indians are there in the Carriage and Wagon Departments? How many Indians are there in the Loco and other departments? What is the percentage of Indian appointments in the highest posts? The stereotyped reply for not admitting Indians to the higher posts is that they are not efficient and are not properly qualified. I do feel that that is not a *bona fide* excuse at all. Can it be said that the Indians are not as intelligent, as diligent, as dutiful, as reliable and as trustworthy as any other people on the face of the earth? In recent years, Indians have been tried in the most responsible positions, and can it be said that they have been found wanting? Sir, I have been very long in the Provincial Legislature, and I feel that I am in a position to say truthfully, without any fear of contradiction, that I have not seen one single Indian Member of the Government who is in any way inferior to his non-Indian colleague. So, Sir, that objection is really a libel against the whole Indian community that they are not reliable and efficient. It is simply adding an insult to the injury; it is an exploded heresy. I should go a little further and say that the question of efficiency should not be raised at all. Efficiency or no efficiency, I have a right to manage my own affairs. Have you ever heard of the starting of a joint stock company and then the shareholders to be told that, although you have started the company and although you are financing it, you are not properly qualified to manage it, and, therefore, the management should be given over to some other people? It is exactly like that in the case of the services in this country. Whether the Indians are efficient or not, if the railway lines are the property of the Indian people, it is the Indian people who must be allowed to regulate their policy and to administer them.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has got two minutes more.

Mr. Akhil Chandra Datta: There is one other important matter to which I would like to invite the attention of the House, and that is the old story about the treatment of third class passengers. My complaint is that they pay more fare than they should and the service they receive in return is less than what they are made to pay for. Their grievances were categorically enumerated by the Railway Committee in 1920-21. They are as follows:

"(a) Overcrowding to the extent at times of double or more than double the approved carrying capacity.

(b) Inaccessibility and insanitary condition of w. cs. in the third-class carriages for long distance journey.

- (c) Dirty condition of third class carriages.
- (d) Inadequate water supply on station platforms.
- (e) Inadequate food supply arrangements.
- (f) Inadequate waiting sheds or waiting rooms.
- (g) Insufficient booking office facilities."

—And last but not least.

"(h) Incivil treatment by the railway staff."

These grievances are very old and have been agitated for over half a century, but ours has been a cry in the wilderness. The resentment is inevitable and deep. It must be remembered that the third class passengers contribute by far the greater part of the coaching earning and nearly one-third of the entire railway revenue. I wonder whether they are for the railway or the railway is for them. What is necessary is the complete change in outlook, a new orientation of the railway policy, so far as the third class passengers are concerned. It is high time the railway staff must begin to look upon the third class passengers as their masters.

One word more, Sir, and I have done. Along with the Indianisation of services, there must be also Indianisation of purchase and manufacture of locomotives in our country. I do not know if the Government have at all moved in this direction. I am sorry the time at my disposal does not permit me to elaborate this point. I shall conclude by saying that our railways must be a national institution in all respects and we must have a complete Swaraj in the matter of the Railway administration.

Munshi Iswar Saran (Benares and Gorakhpur Divisions: Non-Muhammadan Rural): Sir, the convention is that most Honourable Members of this House offer customary congratulations to the Honourable the Railway Member on his Budget speech, but I wish to offer him my warm and sincere congratulations on his impending relief from the trammels of his office. Knowing him as I do, I have every hope that he will join the ranks of those who are fighting for the freedom of India. (Hear, hear.)

Now, to business, Mr. President. The most outstanding feature is the Federal Railway Authority which is now going to be constituted. I do not wish to speak at length about it, because, as it is common knowledge, this is going to be debated day after tomorrow. But I do not wish to let this opportunity pass without entering my most emphatic protest against the manner in which this thing is being foisted upon us behind our back and without our consent. Sir, rumour has it—it is difficult to say if Dame Rumour is playing a trick—that there was an idea of bringing this legislation before this House, but perhaps the white caps, which an Honourable friend of mine described as white caps of liberty, frightened Government and made them drop the idea of bringing that legislation in this House.

An Honourable Member: But you are not wearing a white cap.

Munshi Iswar Saran: I am too weak and too humble and I do not even indirectly pay a compliment to myself. I was saying that these white caps frightened Government and now they have thought it best to introduce this measure in a safe atmosphere and to get it passed there. But let me tell Government, most clearly and most emphatically, that every Indian politician of every shade of opinion resents the way in which this Federal Railway Authority is being constituted. He is irreconcilably opposed to the entire scheme. (Hear, hear.)

[Munshi Iswar Saran.]

If we look into the report of the Railway Board, what do we find? We find that the number of passengers killed in 1932-33 was 231 and in 1933-34 it was 282 and the number of injured in 1932-33 was 843 and in 1933-34 it was 964. The total number of injured in 1932-33 was 18,287 and in 1933-34, it was 19,231. Kindly note that the total number of accidents in 1933-34 shows an increase of 944 when compared with the accidents of the previous year.

Lieut.-Colonel Sir Henry Gidney (Nominated Non-Official): A very good average.

Munshi Iswar Saran: My Honourable and gallant friend says, a very good average, thus betraying himself unconsciously. What love he has for the passengers killed, mostly Indians! Now, as I have said above, the total number of accidents has shown an increase. I submit that this is a very terrible state of affairs and the public will be perfectly justified in holding the railway administration responsible for all the deaths and for all the accidents that have taken place. The causes may be very many, and you will hear them from the other side. But what I submit to the House is: here are these accidents and these deaths and we hold the railway administration responsible for them and we hold them answerable to us and to the public of India.

There is one thing which I shall ask the railway administration to bear in mind if they will. In the first place, they do not send the report of the Railway Board to us in good time. We have got to write to them and then they send to us the reports. Might I suggest to them that it will greatly facilitate our study of the facts and figures contained therein, if they will please send the report to us at least a month before the date of the presentation of the Budget, if that be possible? The other point is that it will be most helpful if they will give the number of deaths and the number of accidents in foreign countries. What I find is that when it suits their purpose, they say, "and it might be noted that the condition in Great Britain is such and such and in Germany is such and such and in France is such and such". I shall, therefore, ask the Railway Administration to make a note of my suggestion and to consider whether it will not be advisable to give these comparative figures I have referred to.

Dr. Ziauddin Ahmad: They have not got anything in their Library.

Munshi Iswar Saran: They can get them.

There is another matter to which I wish to invite the attention of the House. I must go hurriedly over them as I do not wish to give the Honourable the President the trouble of reminding me that my time is up. As we are all aware, the Government of India have got general control over Company-managed lines and the Secretary of State has the right to appoint a Government Director to the Board of the Company with a power of veto on all proceedings of the Board. The powers of the Government of India are very wide and very extensive. Might I suggest to them that they should lay down a condition that the Company-managed railways should carry on the policy of administration and should try to give training to Indians in various branches, as speedily as possible, and, if they do not do

it, then the Government of India should hold these Company-managed railways responsible for their neglect of duty, and, in case they persist in their neglect, the Secretary of State should appoint a Director of his own on the Board and he should exercise the right of veto on their proceedings.

Mr. N. M. Joshi (Nominated Non-Official): Then purchase these railways immediately.

Munshi Iswar Saran: If we had the money.

Mr. N. M. Joshi: We have.

Munshi Iswar Saran: Oh! Then there is another matter. I find that my Honourable and gallant friend, Colonel Gidney, mentioned last year the matter of manufacture of locomotives. The Honourable the Commerce Member, Sir Joseph Blore—I see he is looking threateningly at me—said that the matter was receiving the consideration of the Government of India. Now, I wish to know at what stage that consideration is today and how long will this consideration take? I am not asking a supplementary question, and, therefore, my Honourable friends on the other side can take their own time. I only pray with great earnestness, let this consideration not extend to the crack of doom. It is all very well to say: "Oh! we are considering the matter, we are hurrying, we are asking this Government and we have asked the other Government to send up their report. The machinery has been set in motion and the matter is receiving our most earnest consideration". But, Sir, the unfortunate and the unhappy public has to wait till some enterprising Member worries Government with supplementary questions.

Mr. S. Satyamurti (Madras City: Non-Muhammadan Urban): And no answers.

Munshi Iswar Saran: Yes, and no answers are forthcoming, as my Honourable friend says.

I find that in 1933-34, the cost of the total imported materials was 4.37 crores. Isn't it absolutely essential that India should be self-sufficient as far as the manufacture of locomotives and other articles are concerned? Why should we allow all this money to be drained out of the country? (Hear, hear.) Why can't we make necessary arrangements so that we might be able to manufacture all these things in the country as speedily as possible? Please do not get up and say: "Oh! there are difficulties". I know there are difficulties and there will be difficulties in the Government of a vast country like this, and if you cannot improve the existing conditions, then as some people have told you—as the die-hards in England have told you—govern or get out; I say, improve or get out. If you cannot improve these things, if you cannot tackle these difficulties, then the best course for you to say is, we are helpless, we cannot cope with these difficulties, and, therefore, we make a bow and make an exit.

Now, as regards Indianisation, we shall hear a great deal about it. I shall only invite your attention to a few figures. So far as the gazetted posts of the Company-managed and the State-managed railways are concerned, they are as follows: In 1925, in the State-managed railways, the percentage of Europeans was 71.98; in 1933, it was 61.12; and, in 1934, it was 58.75. In the Company-managed railways, in the year 1925, the

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percentage was 82.26; in 1933, it was 67.88, and, in 1934, it was 66.79. My Honourable friend, Mr. Rau, who is a very well-meaning man, and, I have no doubt, is also a very patriotic man, I ask him in all seriousness to carry this thought with him to his house and after his dinner,—I suppose he smokes,—over his cigar let him think how long will Indianisation take at this rate?

An Honourable Member: What can he do?

Munshi Iswar Saran: I am not saying he himself can do much, but let him worry his superior officers and let him worry Government.

Then, there is one other point. As far as third class passengers are concerned I make a suggestion to Mr. Rau in perfect seriousness. Let him travel third class,—I am sorry to make that suggestion,—without anybody knowing it. Otherwise, there is a freemasonry among railway employees, and the moment they see the Financial Commissioner going they will wire and everybody will be ready and on his best behaviour. He must travel third class and then he will find out the true facts. And let him please go first to the B. N. W. Railway. It is one of the most deficient railways that you can think of: The report says that, in the last hot weather, 92 extra water-men were employed by this railway in addition to the permanent strength of 169; and seven additional water carts were supplied. I suppose the Railway Board expects us to do *puja* to the B. N. W. Railway for this graciousness and generosity at least or they expect us to show our gratitude to the B. N. W. Railway. I can speak from personal knowledge that the B. N. W. Railway is woefully deficient,—I shall not use stronger language,—in providing for the convenience and comfort specially of third class passengers. And, I may tell the House, that there is an impression that the B. N. W. Railway Company do not care very much for public criticism, because it is said that they have got great influence in England, and that my Honourable friends opposite dare not offend the Directors who are very influential and powerful men. I do not know what truth there is in this rumour; I am giving the rumour for what it is worth.

Mr. N. M. Joshi: It is a fact.

Munshi Iswar Saran: My Honourable friend says it is a fact, and Mr. Joshi is a truthful man (Laughter), and I accept his statement.

Then there is one other little matter about which I wish to say a word, and I desire to join my Honourable friend, Dr. Ziauddin, in his criticism of these strategic railways. It is really a scandal that the Railway Administration should bear the burden of these railways. Their expenses ought really to be borne by the Military Department. The Railway Administration might manage them, but this loss should be shown in the accounts of the Military Department.

There is one other remark which I wish to make, and it is this. This is what we learn from the official papers. At the end of 1933-34, the liabilities to be met in subsequent years amounted to 88 crores, of which 22 crores represent loans to the Depreciation Fund and 16 crores represent the contributions due to general revenues for three years, 1931-32 to 1933-34. I shall, with your permission, make only one comment, how grand and how hope-inspiring!

Sir, this is the last Budget which my Honourable friend, Sir Joseph Bhore, has presented to the House. In criticising the Railway Administration, I wish to be distinctly understood that I have not been blaming him. We have no quarrel with men, we have quarrel with the present system; and it has been the misfortune of Sir Joseph Bhore to have inherited a bad legacy.

Lieut.-Colonel Sir Henry Gidney: Sir, in offering a bouquet of flowers as my congratulations to the Honourable Member, I shall try to extract from it as many thorns as I can, and those that remain I shall try to round off their points. Sir, I am sure, I voice the opinion of this Honourable House when I say that the Honourable Member has rendered great and abiding service to this country in the administration of his Department. His tenure of office has synchronised with the past five years of world-wide trade depression, but during that period he has certainly steered his Department through stormy waters and black clouds; and I feel sure that every Member of this House will agree with me that today he has every justification in claiming a vision of the silver lining and calmer waters. Sir, while we glibly criticise the Railway Department and while I listened to the criticisms made by previous speakers in the House today, the thought that has been uppermost in my mind is this; I wonder what those critics would do if they were today occupying the Treasury Benches and faced with such adverse circumstances?

Prof. N. G. Ranga (Guntur *cum* Nellore: Non-Muhammadian Rural): Very much better. (Laughter.)

Lieut.-Colonel Sir Henry Gidney: Better did you say? I would love to see you sitting there, Sir. I believe if you did, every train will be derailed within a week. (Laughter.) But, apart from that, I should like to know what would be the attitude of those critics? This House, I am afraid, does not adequately realise that, justified as we are in severely criticising certain aspects of the Railway Administration in India, one very important point which we are inclined to forget is this, that there is no other Department in the whole of the Government of India, indeed, in the Empire, which is so seriously handicapped as is the Railway Department in India. For, to them, like a loadstone round their necks, have been attached certain strategic railway lines which have impeded and acted as a spoke in the wheel of the progress of railways in this country. Honourable Members who have spoken before me have pointed this out. In emphasising it, let me refer to what Sir Guthrie Russell said though in a somewhat exaggerative way in his speech in the other House. He truly represented the facts of the case when he said that had the railways in India been private-owned and managed, they would have had a surplus during the years 1932-33 and 1933-34 of 22½ and 24½ crores for the benefit of their shareholders and dividends. (An Honourable Member: "Question.") The question can be answered by you if you are able to refute this. Do so now, and I will sit down. I should like to have an answer from the Honourable Member to that question, Sir. I am not defending the Railway Department at all: I am just pointing out that it is an absolute iniquity to saddle and impede the progress of the railways in India with strategic lines which are meant entirely for defence purposes. It is not right, and, so long as this exists, you cannot claim to work your railway on business principles. You should certainly evolve means by which these two kinds of

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railways should be separated. Tell me another part of the Empire—I challenge it—in which two such systems of Railway Administration are to be found such as exist in India today, *i.e.*, commercial and strategic?

An Honourable Member: Why are they not separated?

Lieut.-Colonel Sir Henry Gidney: Ask the Honourable Member: why ask me? I say, if the Railway Board or the Government of India were able to evolve some method by which they could rid themselves of this heavy impediment and this cog in their wheel, it would be doing a great service to the revenues of India and to the progress of Railway Administration. I think it is high time that this was done. I realise how difficult—indeed—well-nigh impossible such a division would be; but as the Honourable the Deputy President suggested, I think it is quite possible that all railways can be controlled and administered by the Railway Department, but the expenditure incurred on strategic lines should be debited to the military estimates.

My congratulations which are sincerely offered to the Honourable Member are, however, thickly tintured with sympathy, because of the serious handicaps he has to face. One of these—maintenance of strategic railways—I have just mentioned as being an unusual strain put on the finances of the railways; the second is the losses incurred by the recent earthquake, and the third is the cost of repairing the Hardinge Bridge. The Honourable Member, placed as he is, therefore, has not only my congratulations, but also my sympathy.

Leaving that aside, Sir, I come to another point, and it is this: I submit that the time has come—indeed it is long past—when it must be admitted by the Government of India that its Commerce Department has become international: that the work of the Department has extended so greatly and the growth of railways in India has advanced so rapidly that it is almost impossible for one Honourable Member efficiently to administer these two enormous growing Departments, and I believe the Honourable Member will himself agree with me when I say that the time has come when these two Departments should be separated and made into two portfolios. There should be a Minister in charge of Commerce and another Minister in charge of Transport and Communications. I see evidence of this in one of the proposals of the proposed Statutory Railway Board, and I do hope that it will not take long before this division is effected. I do not see any reason why we should wait till the reforms are introduced. The time is now when it should be done and I offer it for the serious consideration of the Honourable Member.

I am glad to notice that the new Railway Statutory Board will be divided into two separate Departments, the "Railway Authority" and "Executive". No one can deny that the present Railway Board is certainly not properly constituted. We know it is recruited from the Agents of various railways, men who are eminent administrators, who are very familiar with the day-to-day administration of railways, but I think I am right in saying that none of them are business experts: and today we want on the Railway Board men who can take a long vision in the commercial developments of railways which must walk in line and in harness with the rapid development and progress of the trade and commerce of this country. We require young men of business experience for these appointments not

sun-burnt bureaucrats. Surprised as I am at the absence of these experts on the Railway Board, I am more than surprised when I find that in the Railway Board there is no Director of Health. The railways in India gave employment at one time to nearly a million employees: today I am right in saying that there are about 750,000 men. These railways traverse the length and breadth of India; and it will surprise this House to know that although each railway boasts of its own separate medical service, there is very flimsy evidence and effort of any co-ordinated action between them of an all-India nature. What does one see today? The only evidence of such co-ordination is to be seen in the meeting or annual Conference of Chief Medical Officers usually held in some salubrious spot, like Bangalore or Ootacamund, and an occasional visit from the Railway Board's Medical Adviser, who, I understand, is the Chief Medical Officer of the North Western Railway. Sir, the Railway Board has a very responsible and sacred duty to perform and this cannot be done by these isolated and non-co-ordinated medical units which are today separately attached to the various railways. I submit that the Railway Board should have in it at least one medical representative as a Director of Public Health. (Interruption.)

An Honourable Member: Whom have you in view for this appointment?

Lieut.-Colonel Sir Henry Gidney: Certainly not the Honourable Member who has just asked the question. (Laughter.) That officer should be placed in charge of all Railway Medical Services and he would be of more use to the Railway Board than all their Chief Medical Officers put together, who after all are merely administrative officers and are mainly employed as general post offices for the communication of orders.

There is another point I should like to deal with; I refer to the difference of control of the Railway Board over Company-managed and State-managed railways. Reference has been made to this by a previous speaker, but I should like to add that the difference which exists today is very vast indeed. The Railway Board has an idea, may be a belief, that it controls the State-managed railways. Let me tell this House that that administrative control is more or less in their imagination. They think they do control Railway Agents. I do not blame the Railway Board, because they do take pains to issue orders to Agents on all matters; but it is one thing to issue orders: it is quite another thing to see that their orders are carried out. I doubt whether they can or ever do so? I assure this House that I have evidence in abundance to prove that Agents and the Chief Officers of various railways often flout the orders of the Railway Board and act on their own as if they never existed, especially on Company-managed railways, of which I shall talk a little later. Sir, this state of affairs must be stopped: and when I move my cut, if I get an opportunity, I shall dilate on this matter. Instead, what do we see? Whereas, on State-managed railways the Railway Agents are little tin gods on mud wheels in their own spheres, Agents controlling the Company-managed railways have been given such power today, uncontrolled by the Railway Board, which even Mussolini or Hitler would envy: their position as Dictators is absolutely unassailable: their orders outside the sphere of finance and the larger policies cannot be attacked by the Railway Board, and when absolutely serious and genuine matters of grievances and injustices are presented, the stereotyped reply comes from the Railway Board: "This is the order of the Agent": "this

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is within the discretion of the Agent and the Railway Board cannot interfere": "It cannot allow the appeal rules to be violated". "The Railway Board cannot interfere". "This is against Railway Board's orders relating to dismissals, discharges, fines, punishments, please refer to the Agent, etc." Sir, this House has, on two or three occasions, by a large majority, defeated the Government when we demanded that a complaint department should be attached to each railway or to the Railway Board, where these cases can receive a hearing and justice. Each time we defeated the Government, our demand was ignored. Indeed, the Resolutions passed by this House were practically thrown into the waste paper basket. Today I tell you, Sir, with all the seriousness at my command and with all the responsibility I possess, that discontent is seething in the railway staff, and railway officials are only able to control their departments by bullying them in a way almost amounting to terrorism; their subordinates remain quiet lest they should lose their jobs. Sir, it is the ghastly spectre of unemployment with its attendant miseries that is keeping these employees in check; and it is in order to obtain redress and justice to these employees that this House should again demand some drastic and immediate remedy, other than what exists today; I admit, the situation is much better today, thanks to the Honourable Member and his Board, it is much better than it was five years ago, but there is much room for improvement, and a Complaints' Department is imperative which will examine these genuine cases of grievance and injustice. Sir, I find it difficult to be temperate in my feelings and expressions on this matter, because I have been denied a hearing by the Railway Board; I have been told by them that the appeal rules must stand and the Board cannot interfere with them. I warned the Railway Board that I would bring this point up before this House at the present Session. I know that the Honourable Member in charge of the Railway Board has given every attention to cases that have come before him, but very few come before him as his time is so fully occupied. If the Railway Board is in existence to administer the railways, let them do their duty properly and efficiently, or else let them get out. (*An Honourable Member*: "Let them keep out.") The Railway Board is here not to protect the interests of the officials only as they apparently do; they are here to protect the interests of their subordinates for whom the Honourable Member has paid a well-merited tribute of praise and appreciation. It is no use merely paying pious tributes of praise to the work of these employees when the Railway Board close their doors to any appeals submitted for justice on their behalf. Sir, I cannot use strong enough words with which to support my demands for justice for these employees who are kept overawed by official bullying and to which the Railway Board pay no attention.

Mr. S. Satyamurti: Then cross the floor.

Lieut.-Colonel Sir Henry Gidney: Not now, thank you! Then, Sir, there is another point that I should like to deal with, and that is the divisional system in vogue on railways. Sir, the extravagance of the divisional system has been exposed to very trenchant criticism in this House. It cannot be denied that the divisional system has resulted in an increase in the number of officials and a very large increase in the cost of maintenance and overhead charges. The other day I asked the Honourable the Railway Financial Commissioner as to why the official staff was not reduced when:

two divisions were amalgamated into one, and I was sorry to hear him admit that he did not see any need for reduction of this staff. That is the impression I gathered.

Then, Sir, before reaching my last point, I would like to join very sincerely with the Honourable Member in the well-merited tribute he paid to my friend, Mr. Rau. My friend, Munshi Iswar Saran, was very temperate in his remarks about Mr. Rau. Sir, I have had close dealings with Mr. Rau, and I can associate myself whole-heartedly with the Honourable Member when he eulogised the excellent service Mr. Rau has rendered to railways. Mr. Rau has rendered excellent service to the railways, and if he and the Honourable Member in charge will pardon my saying so, I ask with all his responsibility and with the important position he holds, why is it that Mr. Rau who is not a Member of the Railway Service,—he is, if I may call it, a limb of the Finance Member, for he is a Finance Department Officer, and is responsible to the Railway Board for its finances,—I repeat: why should Mr. Rau's valuable time be spent in this House in answering questions relating to the day-to-day administration of the railways? I say, Sir, you should have another Officer of the Railway Board here, one of the Members in charge of Labour or Establishments. He is the right person to answer such questions, and it is not at all right and proper to saddle Mr. Rau with this work. His time can be and should be spent much more profitably with the finances of the railways and not with its day-to-day administration. . . .

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has exceeded his time limit.

Lieut.-Colonel Sir Henry Gidney: Just one minute more, Sir, and I shall finish. Sir, I will only deal with one other matter, and that is the absence of any expert at times elemental knowledge possessed by most heads of commercial departments in railways. Another glaring feature is the joint family system to be found on some railways, particularly in the East Indian Railway. At one time, this railway had a family of twelve members occupying most of its major important appointments. Today, it is better though, there are some family relations still existing, and one can still call it a Joint Family Railway. If one examines the credentials of some Chief Commercial Managers of Railways, he will find these officers have by virtue of seniority alone risen to such responsible appointments as Commercial Advisers and Agents. I believe I am right in saying—I speak subject to correction,—that in the majority of such appointments seniority and not an expert knowledge of commerce is the deciding factor. We want that these appointments should be given to those only who are in daily touch with the advancing progress of the trade and commerce of this country—indeed the world—and not to archaic executive officers who are waiting for two things, either to become the Agent of his railway or the head of a department; if he succeeds in getting the former, he goes ahead; if he does not, if he gets the latter, then he toils on the lines of least resistance, then packs up his bag and baggage and quits the country well provided for.

There is one more point, Sir, and I shall finish my speech. The Honourable Member in charge said that one of the new projects, namely, the electrification of the B. B. & C. I. Railway would prove profitable. I only hope that that scheme will not be such a disastrous failure as has been the case with regard to the Great Indian Peninsula Railway electrification scheme.

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Then, the subject of the third class passengers has been dealt with very ably by other Honourable Members and I shall not deal with it. I shall now conclude my remarks by thanking the Honourable Member in charge for having restored the five per cent. cut. It was his duty, a sacred and honourable duty which could no longer be evaded.

Several Honourable Members from the Congress Party Benches: Oh! Oh!

Lieut.-Colonel Sir Henry Gidney: Yes, you of the Congress Party just try and drive a locomotive for 12 hours on a hot-summer day, and you will want not five per cent. but 20 per cent. more. It is a sacred duty that the Honourable Member has done in restoring the five per cent. cut. (*Several Honourable Members:* "No, no.") I say, yes and I again congratulate the Honourable Member for having performed nothing but a duty to his staff.

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 (The Honourable Sir Abdur Rahim) in the Chair.

Srijut N. C. Bardaloi (Assam Valley: Non-Muhammadan): Sir, new to the Assembly as I am, I do not think I will deal with the intricate problems of Railway Administration. I will only refer to the railways in the province from which I come. Two railways run through my province, one is the Assam Bengal Railway and the other is the Eastern Bengal Railway, and I shall only dilate on these two railway systems. At the outset I must congratulate the Honourable the Railway Member for bringing in a hopeful Budget this year. I share with him in his optimism after seeing the results of the past year's working, and I hope that the recovery towards which we are heading will continue for some time. The only question is whether with the recovery and the coming in of good times the lessons that have been learnt in economy will be lost or forgotten. That is the question that has to be considered and remembered now. In this connection I beg to say a few words regarding the Railway Member himself. In his speech, introducing the Budget on Monday, he said that this was the last Budget which he would present to this Assembly. I am quite sure this House will agree with me when I say that we shall certainly miss him. I have seen very little of him, but from the little I have seen of him I may say that he is a gentleman who is courteous and at the same time a good and clean fighter. He is a good and clean fighter and all the same he is courteous, and for that I respect him. Really I say we will miss him. We do not agree with him always—as a matter of fact, we mostly disagree with him,—but that is no reason why we should not show respect to one who can actually fight with us in a clean manner as well as sympathise with us when necessary. With these few words I begin my speech. I now come to the real business. I find that while the income has increased the expenses also have increased a

bit, but I hope the expenses will be put down proportionately in future so that whenever lean years come peoples' salaries may not be retrenched. The difficulty about the whole affair is that, while in the case of well paid officers retrenchment does not hit them so much, the low paid men are turned out altogether in the name of retrenchment, that is the worst feature in the whole thing. I hope the railway finances will be so managed that in lean years these things may not occur again, and we should profit by our past experience.

As regards rates and fares, I find that the third class fares have been reduced on certain railways and that has brought on more passengers to the railway although it is said that the loss in return is one per cent. on account of that. But, with a still further increase of passengers I hope that this loss will be made up. So, I think the experiment of reducing fares is successful and is going to be more successful. The other improvement which has been introduced in the Eastern Bengal Railway of allowing third class passengers to buy return tickets—I do not think that will improve matters so much as a reduction of fares. As a matter of fact, the people over there are poor. They cannot pay the return fare at once. These passengers go to a certain place, wait there for some days, work for some days, and earn a little money and then come back. Most of the people are like this, specially those who are labourers. If they go to visit some relations, they do not go and return the same day. So, to pay this one and two-third fares will be difficult, but if the fare is reduced, I am quite sure, just as in the North Western Railway, the number of passengers will increase. This is an experiment which ought to be carried out in other railways also. The question of amenities for the third class passengers has been discussed *ad infinitum* in this House from year to year, and I hope I shall also be allowed to say something about that. I do not think many gentlemen here have got any experience of travelling in the Assam Bengal Railway. I know my Honourable friend, Mr. Joshi—he is not here—travelled once there, but I suppose he travelled by the first class or second class and he has not got much experience of third class travelling over there. I would like some people from here to travel third class in the Assam Bengal Railway. When the train stops at a station there is a big fight in front of the third class compartments to get in. There is another big fight for people to come out, and inside there is another fight to get comfortable seats. That is the sort of third class we have, and in that compartment people are packed like sardines. But the third class passengers are the paymasters in the whole railway system, and if they are paymasters, you should give them the same amenities as you give to the higher class passengers. Do the higher class passengers help the railways substantially by increased earnings? In my portion of the country, the Eastern Bengal Railway passes from Golakganj to Amunguon, and the Assam Bengal Railway from Pandu to Tinsukia. If you go to one of these stations and see how the railway carriages are filled up, you will find that the first and second class carriages are almost empty. It is only during *Puja* time or some other holiday time that these carriages are filled up, but generally they are empty on most of the days of the year. But the third class carriages are always full, and when they are always full and when the third class passengers are bringing all the revenue, why not give amenities to them such as you give to first and second class passengers? I do not mind your giving the first and second class travellers spring mattresses, or four or five electric fans, or carpets on the floor, but

[Srijut N. C. Bardaloi.]

why not give to the third class passengers at least a bench broad enough for a man to lie down? In the Assam Bengal Railway the benches are probably scarcely one cubit broad, and the bunks at the top are less than that. I had occasions to travel third class, especially when I was taken from Gauhati to Sylhet jail as His Majesty's guest, and I had very good experience of third class travel. The jolting is so great that one cannot go to sleep on a third class bench, because he will be afraid that he might fall down. Of course, the third class passengers do not generally fall down because they are roused at every station by others and there is a regular scramble. However, the jolting is very terrible, and you can now imagine what sort of third class travel it must be in a third class compartment in the Assam Bengal Railway. I hope I shall not be laughed at if I say that electric fans to the first and second class passengers are not so necessary as they are for the third class passengers for the sake of convenience, for the sake of health and for the sake of little comfort. On a hot day when you see these people packed like sardines, and consider the heat which is engendered inside the carriages, if electric fans be going, there will be some comfort for the passengers there. Therefore, so far as the amenities of third class passengers are concerned, the most important are the broadening of the benches, some sort of mattresses,—it does not matter if the mattresses are made of gunny cloth, but some sort of mattresses there must be,—and a few electric fans in the compartments. Even if you have no electric fans in the first and second class compartments, it does not matter because there are not many who travel in those classes and hence people can travel with a little comfort even without electric fans. So, I say that the third class compartment should be improved. Latrines have been supplied to the third class and inter class compartments but they are not enough. You require more latrines to be put in there. Then about the railway waiting rooms. Both on the Assam Bengal Railway and the Eastern Bengal Railway, wherever there are waiting rooms, for first and second class passengers, they are kept closed from day to day. Probably they are opened once a week. The result is that when any passenger comes there, he has to shout a great deal before the porter comes and opens the door and when the door is opened, you find a foul smell coming out of the room because it has been kept closed for days together. As regards the third class passengers, most of the stations have no waiting rooms and those which have got, have only a small portion of open verandah attached to the station which is called a waiting room, with no walls, with the result that in winter, which is rather severe, and in rainy weather, it is very difficult for passengers to stay there. There are no benches on which the passengers can sit. These things ought to be looked into and remedied. Especially in some stations between Kamrup and Manipur Road, if a hapless passenger has to get down in the evening and come back in the morning and if he prefers to wait at the station, his condition can more be imagined than described. There is no waiting room worth the name. Probably there is a little open shed-like thing attached to the station and the man who stays there will be attacked, not only by hundreds of mosquitoes, but he will also be regaled at intervals by the growls of tigers close by. (Laughter.) That is what these waiting rooms are like and unless you improve these waiting rooms I do not think there will be any amenities worth the name for third class passengers. In some places in the Eastern Bengal Railway.

the stations are placed in such a way that instead of being helpful to the people they have really become obnoxious. As a matter of fact there is a station called Ghograpara. It was proposed that the station should be removed because it is insanitary there, and, if people have to come to the station, they have to wade through waist deep water. The local board of that place constructed a road through a thickly populated country, from which paddy and other things are exported. In the meantime, unfortunately some of the villagers quarrelled with the station master and there was a fight, with the result that the station has not yet been shifted and the villagers have to wade through waist deep water in order to reach the station, during the rains. That is the condition of this station and in spite of several representations the matter has not been looked into.

Now, as regards the railway services, my friends have spoken about Indianisation. Of course, I agree with them entirely, but charity begins at home. If a man passes from Golakganj to Amingaon by the Eastern Bengal Railway and from Amingaon and Tinsukia, if he gets down at any station, he will wonder whether it is a station of Bengal or Punjab or Bihar. Not a single Assamese is there in service, either a clerk, a station master or in any other capacity. Of course, there are a few pointsmen and chaprasis. Barring that, there are no other Assamese employed in this section of the line. There are so many officials but there are no Assamese in the higher services. The Agents remain at Calcutta and Chittagong and they are unapproachable. No applications and petitions can reach them. Although our Assamese young men have returned from England fully qualified as engineers, electrical, mechanical and civil, they are rotting. They do not get any appointment in the railway service. If there is a vacancy and there is some chance of getting a post, a man is suddenly sent from somewhere else and he goes and occupies that post and our young men rot. The question of unemployment is as acute in Assam as in other places. The authorities do not seem to be cognisant of the conditions of the railway service in Assam and how the posts are filled in. The headquarters being at Calcutta and Chittagong, there is no chance for any Assamese to get into the railway service.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has only one minute more.

Sri Jut N. C. Bardaloi: I will finish in one minute. The only point on which I want to say something is about the floods. Probably you have read in the newspapers how the floods have affected one portion of Assam. My friend, Kumar Gopika Romon Roy, had spoken in this House about the floods in Sylhet. I do not know much about it, but I had been to the Nowgong district on two occasions at the time of the floods, and what did I find there? The water washed away hundreds of cattle and even some elephants were washed away this time, human beings only saved themselves by getting on tree tops or on house tops which served as a sort of rafters. When the water rushed in it strikes the embankment on the southern side and the water level becomes very high, the water level on the northern side remains low, showing, thereby, that water has not got enough outlet to go out. In the Chaparmukh Silghat Railway, iron bridges remained standing and 40 feet of earth on both sides had been washed away by the current, showing that the natural outlets for the water were narrow. Therefore, this matter must be looked into carefully by the Railway. This is all I have got to say.

Mr. G. Morgan (Bangal: European): Mr. President, I should like to congratulate the Commerce Member on the result disclosed by the 1934-35 revised Budget which is better than was anticipated. The details have been given in the speech of the Honourable the Commerce Member and this Honourable House is fully conversant with the figures. With regard to the estimates for 1935-36, I see there is a further note of optimism and a deficit of only 190 lakhs is anticipated. If it were not for the loss on the strategic lines, there would be an estimated surplus of seven lakhs, which is satisfactory and let us all hope that this will be realised. One does not want to be pessimistic but I would just like to say that industry and trade are not yet out of the wood. Now, Sir, I would like to refer to a few matters which I shall bring to the notice of the Honourable the Commerce Member. At the annual meeting of the Associated Chambers in Calcutta last December, there was a resolution moved, and, with your permission, Sir, I would like to read it, because it gives the whole thing in a nutshell:

"This Association views with the gravest concern the policy of the Railway Board who, by means of the powers conferred upon them by Government for the fixing of railway rates are, in an attempt to secure the maximum of carriage by rail, diverting established trades from their natural channels. It contends that in entrusting the Railway Board with such wide powers, the Government of India relied on these powers being exercised only with the utmost discretion, and with due regard to all interests affected, so that it was never contemplated that they would become the means of depriving firms and individuals of their natural livelihood or threaten, if carried further, completely to isolate ports from their recognized sources of supply."

This resolution, Sir, was carried unanimously and it was forwarded to the Government of India, and, therefore, it is in their hands, and I would ask the Government to tell this House what steps they are taking to prevent the abuse of the powers conferred on the railways. I know that rates on railways have been lowered to divert the present traffic from seaborne and inland steamers and, in my opinion, such action should be stopped. I would, therefore, ask the Commerce Member to state what the policy of the Government of India is in that respect. Now, Sir, as regards railway tariffs. At the same meeting there was another resolution passed which, with your permission, I would like to read out:

"That in the opinion of this Association there is immediate need for a close examination of railway goods tariffs so as to obtain a closer co-ordination between the various railway systems having regard to the needs of India as a whole, primarily to ensure that the development of the internal trade and the export trade of the country are more advantageously served than at present. It is considered essential, when the necessary data have been collected, that non-official representatives of trade and commerce should be associated with Government in a full inquiry into the question."

The Chief Commissioner of Railways, Sir, in a speech delivered in another place, said that a committee was specially constituted by the Indian Railway Conference Association to examine and report on the statistics that would be compiled. This report was considered in October last, and it was decided that a further examination should be made as to whether it would not be possible to consider a simplification of the tariff without the preparation of elaborate statistics and that the matter was coming up for further consideration next month. This matter, Sir, was referred to a year ago and I must say that the position, as stated by the Chief Commissioner, is most disappointing. It almost looks as if the matter might ultimately be shelved. Now, Sir, we consider that this

is a matter which cannot be allowed to rest here. On the 8th March, 1934, the Honourable the Commerce Member said that it might be advisable for Government to associate, in the examination of this question, non-official representatives of commerce and trade, and possibly of this House. Sir, we do not want to be faced with a definite decision by Government next month. I would ask the Honourable Member at what stage will the non-official representatives be called in? Obviously, it must be before Government have come to any decision. Now, Sir, I would like to refer to the surcharge on coal. While we are thankful for the two and a half per cent. reduction and the one rupee maximum on distances over seven hundred miles, we would still urge on Government to take off the whole sur-charge as soon as possible (Mr. B. Das: "Hear, hear"); and also, Sir, in connection with the surcharge as it stands from, as I understand, the 1st of April, I would like to point out that the position is this at the moment, that "orders for long distances are daily being cancelled; if the reduced surcharge does not come into force at once"—that is, the two and a half per cent and the one rupee maximum—"that will make it very difficult at the beginning of April to maintain dispatches to railways and at the same time supply coal to those customers now cancelling orders". I would ask the Honourable the Commerce Member to take that into consideration. What we would like is that this reduction should come into force at once.

Now, with regard to railway receipts. Last year, the Leader of our Group referred to the question of the railway receipts being given the status of negotiable instruments. So far, we have heard nothing as to whether the subject is being pursued, whether Government have come to any decision or not, and I would like to ask the Honourable the Commerce Member whether he is in a position to give us that information now.

Then, again, Sir, I would like to say a few words about coal tenders. The Government have laid down that, when distributing railway contracts, the only principle on which they work is price *cum* quality coupled with as wide a distribution as possible, subject to price being favourable, to assist the industry as a whole. I think I am right in saying that that is the policy. The Honourable the Commerce Member will no doubt confirm or refute this. Now will Government advise this House whether this is a hard and fast rule, or do the Railway Board depart from it whenever they see fit to do so? If so, on what grounds in such departure usually made? The Commerce Member no doubt feels that the small colliery requires special consideration but, Sir, this policy does not coincide with the statement made in the Industries and Labour Department letter No. M. 76, dated the 28th January, 1935, to Local Governments on the question of restriction. "The less efficient concerns should close, and the operations of those who depend on wasteful methods to maintain their position in the market should be limited". I merely draw attention to this and hope that the Honourable the Commerce Member will take this into consideration when he is studying the welfare of the small colliery. Sir, it has been a complaint with the coal trade that it is too much in the hands of the Railway Board. The Railway Board are not only the largest carriers, but also the largest buyers, and the largest miners of coal in India (Hear, hear); therefore, they have in their hands the three principal factors of the coal trade. The Railway Board, Sir, have always assured the trade, however, that they try to hold the balance evenly

[Mr. G. Morgan.]

between these various functions and that the trade may rest assured that the Board have its interests at heart and will not abuse their position. Now how can the Board, Sir, justify having kept the South Indian Railway tenders, which were submitted on November the 12th last year, pending for over three months, and how is it that no decision has been arrived at yet? Now it is very difficult for people to give coal on firm offer for three months and it is still undecided as to whether their offers will be accepted or not! That stultifies their trade. The quantity involved is said to be over two and a half lakhs of tons and to keep this quantity on offer for so long shows a complete indifference to the interests and the good opinion of the whole trade.

Now, Sir, with regard to the third class accommodation and amenities, my Honourable friend, Mr. Bardaloi, has advocated their cause very efficiently and rightly. I happen to have travelled very often on the Assam Bengal Railway from Chittagong as far as Dibrugarh and also on the Eastern Bengal Railway every inch of which is known to me well and I think he has not exaggerated a good many of the points. We still maintain that there is overcrowding on the main line trains in spite of what my Honourable friend, the Financial Commissioner, stated in reply to a question the other day. There is no doubt that better accommodation is necessary for third class passengers. In this connection, it seems scandalous that, as was stated by the Honourable Member, Mr. P. R. Rau, the Eastern Bengal Railway has not yet replied to a letter from the Government of India with regard to the latrines in third class carriages.* The letter was sent about six months ago.

Mr. P. R. Rau (Financial Commissioner, Railways): On a point of personal explanation, I should like to take this opportunity of
 3 P. M. saying that I have since seen the file and I find that the letter to the railway was issued some time in September and we got a reply some time in February. I may add that the reply is that the Bengal North Western Railway administration have decided to provide in the designs of their new carriages practically the same accommodation as obtains among other railways.

Mr. G. Morgan: It is satisfactory to know that it is not as bad as it looked. Now, there is another point to which I would like to refer and that is the loss entailed by the number of passengers travelling without tickets. The Chief Commissioner in his speech, in another place, stated that the railway considered that some amendments in the Act were necessary to make the penalties sufficiently deterrent. He also stated that it was his intention to discuss the matter "in due course". Now, those are words that I cannot understand at all:

"...in due course with the Central Advisory Committee for Railways before deciding on the steps to be taken."

I should like the House to say how often the Central Advisory Committee on Railways meets? It meets only once a year. Surely, Sir, this is a matter of sufficient importance considering the huge amount of loss entailed, for immediate action to be taken, and I would suggest that section 113 of the Indian Railways Act be amended at once, and also that more Ticket Examiners—and, if possible, of a better class than we have at

present—should be taken on without delay. Now, Sir, with regard to the supply of wagons, I would just like to know from the Honourable Member whether any long range policy has been laid down with regard to wagon construction. If I remember rightly, last year we were told that some 12,000 wagons were practically unfit for use and that it was no good repairing or doing anything with them. This year some 5,000 wagons only have been indented for. Another matter that I have noticed is that a thousand wagons are to be repaired at the Tatanagar Workshops for which ten lakhs has been provided. But according to the Explanatory Memorandum on page 14 there seems to be considerable doubt as to whether this would turn out to be a sound financial proposition. They have provided ten lakhs but they do not know really what it will cost. There seems to be no estimate of cost attached to the proposal.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has got one minute more.

Mr. G. Morgan: I must ask your indulgence, Sir, for about two minutes more. Will the Commerce Member be pleased to explain why it has been necessary to re-open these workshops when the wagon building trade is crying out for orders? With regard to the new construction, I notice that there is a bridge to be built across the Meghna. I should like to ask the Honourable Member whether there is going to be any road-way on this bridge across, I presume, from Bhairab to Asuganj? Sir, at the end of these few remarks I should just like to quote from the *Hindustan Times* which said yesterday:

“Economic planning in transport as a handmaid to Indian industries is something foreign to the imagination of railway authorities.”

But, Sir, I hope that with the creation of a Portfolio of Communications, this matter will no longer be foreign to any transport authority.

Now, Sir, it is with great regret that I realise this is the last Railway Budget to be presented by my Honourable friend, Sir Joseph Bhore. Just as he is leaving, it looks as if the financial position of the railways is getting on the firmer ground and the future budgets may be more pleasant reading than they have been during his term of office. However, I hope that in his retirement he will get some pleasure on reading future budgets and feel that he has contributed a great deal to their result.

Mr. Mathuradas Vissanji (Indian Merchants' Chamber and Bureau: Indian Commerce): Sir, looking at the Railway Budget for the coming year as a whole, I may congratulate the Honourable the Commerce Member on his making the best show of what is after all a very lean year. The increase in the gross receipts of the Railways, while notable in itself, nevertheless, indicates that the railways considered as a whole are yet far behind the highest point reached before the depression began. It is not possible for us to criticise or question the estimates prepared by the Department but the estimates for the coming year as presented by the Honourable Member have allowed for a continued improvement in trade and traffic the same rate as in the current year. I feel, that inasmuch as Government have not found it advisable to enter upon any considerable reductions in Railway rates and fares, there is reason to doubt if, in their

[Mr. Mathuradas Vissanji.]

heart of heart, they consider the financial position of the railways to be quite as sound, or even as hopeful, as the Honourable Member has made it out to be.

Assuming, however, that the recovery noticeable in the movement of goods and passengers in the current year continues for the coming year, the railways would still be making a heavy loss of 190 lakhs. Nearly half of this loss would have been avoided, if Government had not decided to remove the cut in salaries in the railway services, which has lasted for three years but which it is unjust to sanction at this stage. Not only the railways are not able yet to make any contribution towards their way to afford any corresponding relief to the taxpayer, or the consumer of the railway service, in the shape of reductions in rates and fares all round. The railways are debted to the general Budget for a five-year lack of contribution, which must aggregate some 30 crores by this time; and have also exhausted all their reserve fund and made very considerable inroads upon the depreciation funds amounting to something like 28 crores in the shape of temporary loans. It may be open to question if these temporary loans are likely to be repaid in the near future that we can envisage today; and it is still more problematic if the accumulated deficit on account of the failure to pay the stipulated contributions to the public revenues will likewise be paid in the near future. So long as the railways have not discharged these obligations, we can have no ground to be satisfied with the general condition of our railway finances.

When the railways are in this condition, it is impossible to see the justice of the restoration of the salary cut, as mentioned by the Honourable Member. Economy in expenditure on the railways, though much advertised, has not shown as much proportions, at least so far as the figures indicate, as the public were led to expect from the report of Mr. Pope on this subject. If we add to this the restoration of the salary cut, the tendency of expenditure to keep on a high level, in spite of all adverse factors, will be irrepressible. The rosy picture drawn by the Honourable Member of the achievements of our railways, considered as a whole since 1925, is open to this one serious blemish that, even today, the railways are not making a contribution to the public exchequer and their net return on the capital at charge still continues to be below what was considered to be fair and just by those who have brought about the separation of the railway finance from the general Budget.

Side by side with this restoration of the salary cut, Government have offered no relief to the consumer of the railway service, with the single and small exception of the removal of the surcharge on coal freight. This, however, is not even one-fourth of the relief given to the railway servants, by the restoration of the salaries cut. The public always understood that the interest of the taxpayer and that of the public servant, which were both said to be bearing equally the burden of the depression, will receive simultaneous relief when better time returned. In a just, responsible and democratic Government, the interest of the taxpayer would have received priority. But, even in our Government, we would have been thankful if an equal and simultaneous relief were given to both the taxpayer and the servants of the railways. When, however, we find in this Budget that the interest of the railway servants not only takes precedence, but they receive relief far in excess of what little relief is afforded to the taxpayer, we feel it necessary to utter a note of protest against this Budget.

Dr. P. N. Banerjee (Calcutta Suburbs: Non-Muhammadian Urban): Sir, this is the fifth deficit budget of the railways of India. Although there has been some improvement in railway finance, *pari passu* with an improvement in the general economic condition of the country, yet there is very little in this financial statement on which the country can congratulate itself. Indeed it is my firm conviction that if proper measures had been adopted by Government for combating the depression, it would not have been necessary for them to bring forward a deficit budget for the ensuing year.

The first of the measures which the Government ought to have taken was a proper measure of retrenchment. I know that a retrenchment policy was actually adopted, but this policy was not of the right sort and it did not go far enough. It is strange that before the era of deficits has come to an end, Government have decided to restore the cuts in salaries. I listened to the speech of the Honourable the Railway Member with a great deal of attention, but the arguments which he put forward for the step taken by him do not appear to me to be at all convincing. He referred in his speech to the possibility of a "serious labour trouble". Sir, I do not know whether the Government have the interests of labour always at heart, but if they have it, then I would suggest that the salary cuts might be restored for those who earn small incomes.

[At this stage, Mr. President (The Honourable Sir Abdur Rahim) vacated the Chair which was then occupied by Mr. S. Satyamurti, (one of the Panel of Chairmen).]

Supposing the Government have the interests of labour at heart, then I would suggest that the salary cuts might be restored in the case of those who earn small incomes, say, those below Rs. 800 a month. The salary cuts for others should await a better opportunity in future.

Next, Sir, another important measure which should have been considered is Indianisation. Year in and year out, the public of India have demanded Indianisation, but the policy in this respect has progressed only at a snail's pace. This is not right.

The third measure which might have been adopted by the Government was amalgamation of different railways and grouping of a regional basis. This question was considered by the Honourable the Railway Member last year, but he said that we should wait till other railways come into the hands of Government. Well, I do not think we should wait till then because other railways will not come under Government for a long time to come. I would urge that an attempt should be taken even in the present situation to make some amalgamations. I may suggest in this connection that there is no necessity for retaining separate agencies and establishments for the East Indian and the Eastern Bengal Railways. I may also refer here to the amalgamation policy which was carried out in England some ten or twelve years ago, when an economy of £25,000,000 a year was achieved.

The fourth measure of economy that I would suggest is a general reduction in passenger fares and goods freights. I know that I tread on somewhat debatable ground in this respect. The Honourable the Railway Member said the other day that an experiment in regard to the reduction in passenger fares on the North Western Railway was not "wholly encouraging", but I urge that there may be certain circumstances which were peculiar there, for it is the general experience of all countries that a reduction in fares and in railway rates is accompanied by larger earnings. But,

[Dr. P. N. Banerjee.]

apart from this aspect of the question, I would urge a reduction in fares as well as in freights on general considerations. The interests of the community must be borne in mind by the Government which is the owner of the railways in India. As regards the rates policy, we all know that it has come in for a great deal of criticism at the hands of the public in India. It has been repeatedly said that the railway rates policy of the Government has been harmful to the interests of industrial development in this country. There is, I believe, a great deal of truth in this criticism and I hope and trust that in future the Government will follow Japan in regard to its enlightened policy in industrial matters. In that country it is one of the essential duties of the railway administration to look to the economic advancement of the country. Sir, in regard to all branches of administration there ought to be a definite policy and I suggest that in railway administration there should be a definite ideal to be kept in view. The National Transportation Committee of the United States of America wrote in 1933: "the ultimate goal of all transportation policy is to furnish to the people the transportation service which they require in the cheapest and most efficient manner possible". This should be the guiding policy of Government in future.

I welcome the decision of Government in regard to the reduction of the surcharge on coal, but I am afraid the concession does not go far enough. It would be very desirable if next year Government will consider the question of doing away with the surcharge altogether.

Sir, one of the causes which have led to the deterioration of the financial position of railways has been the heavy expenditure incurred on the Hardinge Bridge protective works. In this connection, I do not wish to contest the authority of the specialists and experts who gave Government advice in regard to this matter, but I should like to point out that the way in which they proceeded was a wrong one; it may be described as a crude method of dealing with this difficulty. A surer and more permanent method of dealing with the problem would have been to divert a portion of the water of the Ganges into other channels, incidentally that would have effected a great deal of saving in expenditure as well as benefited the whole of the province. We all know that Western Bengal suffers from drought due to the fact that most of the rivers have silted up and there is no supply of water. On the other hand, East Bengal suffers because there great havoc is created year after year by floods. Now, if a portion of the water of the Ganges is diverted along other channels, both parts of the province would greatly benefit. I hope Government will consider this suggestion in the light I have offered. I am sure Government consulted great experts and great engineers; but while these experts are very good in their own lines of activity their vision does not go beyond their limited fields of routine duties. This is quite natural; and it is men of common sense and men of experience and men who have to deal with the different aspects of administration who should correct the narrow vision of the engineers and other experts.

Sir, it is impossible for any of us to look upon the Railway Budget with any feeling of satisfaction until the budget is balanced and until the contribution, which is due to the general finances, is regularly made. For the last five years the annual contribution which ought to be made by

railways to general finance has not been made, and the accumulated unpaid balance amounts to nearly 27 or 28 crores. This sum should be regarded as a debt due by the railways to general finance and should be cleared off at the earliest possible moment.

Sir, these are a few of the points on which I have thought fit to make a few observations. Time will not allow me to deal with some of the other important matters. I do hope that the grievances of passengers and of the railway employees will be given proper and due attention. I hope also that the question of stores purchase policy will be considered in an enlightened spirit because a great deal depends on the stores purchase policy of Government. The industrial advancement of every country depends on markets and if the Indian products are unable to find any markets in the country, then their future is doomed.

With regard to the construction of new lines, I would urge a cautious policy on Government, because of the competition of motor traffic and also the possible competition of commercial aviation in future.

Mr. Chairman (Mr. S. Satyamurti): The Honourable Member has exceeded his time.

Dr. P. N. Banerjee: I will finish in one minute, Sir.

Before concluding, I should like to raise my voice of protest against the establishment of the proposed Statutory Railway Authority. The establishment of this body will greatly interfere with the right of the Legislature to control and direct the railway policy of India. It is a pity that this matter has now been taken out of the hands of the Indian Legislature and has been incorporated in the Bill now before the Parliament. I have not the slightest doubt that the country will never accept this reactionary policy of Government.

Mr. Sri Prakasa (Allahabad and Jhansi Divisions: Non-Muhammadan Rural): Mr. Chairman, my first great objection to this Government, whether in the department of railways or in any other department, is that it is top-heavy. My second objection to this Government is that it does nothing for the proper education of the people. My friend, Sir Henry Gidney, congratulated the chief persons in charge of the railways who sit in this House. I do not know whether the Honourable gentlemen, who sit there, are there only to take all the credit or also all the kicks. Sir Henry Gidney said that if some persons from this side of the House sat there, every train would be derailed. I do not know whether the gentlemen opposite are personally responsible for the non-derailment of the trains, or whether the pointsmen and the other humble employees of the railways are responsible for that. When a derailment does take place on a railway, I do not know whether the gentlemen opposite suffer the least. The other day, because of the mistake of the gateman at a level crossing, in my district of Benares, the gates remained open and a lorry collided with the Punjab-Calcutta Mail, the pointsman got into trouble: the gateman got into trouble; but, so far as I know, none of the gentlemen here got into trouble. (Laughter.) If they are going to get all the praises inside and outside this House, it is up to them to take also the blame for every single derailment, for every single accident, for every single disaster. Therefore, I do not want to waste the time of this House or my own, in exchanging unnecessary compliments across the floor of the House. So far as I am concerned I

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think that the administration of railways in this country can be carried on on a more equitable basis, and I should suggest the cutting down of the large salaries here and now. So far as the restoration of cuts goes, my sympathy is with Sir Henry Gidney if he will only confine himself to all those who draw Rs. 100 or Rs. 150 and less: I do not want any restoration of the cuts of those who draw more than that amount. I think we can easily afford to add to the small incomes of the humble employees on the railways; and reduce the salaries and emoluments and even the saloon cars of the bigwigs who rule in that huge house called the East Indian Railway building in Calcutta. I have visited that place on a business of my own; and I found it very difficult to get in touch with anybody there.

Lieut.-Colonel Sir Henry Gidney: You cannot even get there now.

Mr. Sri Prakasa: The other thing for which I plead in all earnestness is that the railways should be used for the purpose of the civic education of the people. Railways are the things, as the Honourable the Commerce Member said, that come in direct contact with the people—with all classes of the people—and not only, as he said, every minute of the day and every day of the year, but every minute of the night as well. And it is the night travelling to which I should like particularly to draw the attention of the House: The day is passed somehow, sitting or standing; but when the night comes then the passengers get into all sorts of difficulties, and the difficulties are enhanced when, about one o'clock at night, the ticket collector comes to examine the tickets: the first and second class passengers, I understand, are exempt from such visitation even if they are without tickets (Laughter).

Mr. N. M. Joshi: They are generally without tickets.

Mr. Sri Prakasa: But being myself an intermediate class passenger at best, and, more often than not, a third class passenger, I know how terrible are the nights in the train; and I do feel that if the railway authorities would embark upon a programme of persistent education of both their employees and the passengers in the elements of civic duty, they will be benefiting the country a great deal. What do you find in the railway compartments? Dirt all round. The passengers do not seem to realise that it is better to throw their cigarette stumps and their matches and the leavings of their fruits and food outside the window; they leave all that stuff to travel with them in the compartments themselves. . . .

Mr. M. S. Aney (Berar Representative): Without ticket!

Mr. Sri Prakasa: If the railways would spend a little money and write across the windows and the walls of these compartments—"Please throw everything you want to throw outside the window: please save other passengers from getting their heads broken by putting trunks at wrong angles on the bunks: please do this: please do not do that: please let the passengers get out before you try to go in";—if all this was done, I do feel the Government would be doing a great deal of good to my country. (Interruption.) My own vocation in life is that of a teacher of Civics in the National College of Benares. . . .

Mr. M. S. Aney: And the son of a teacher too!

Mr. Sri Prakasa: . . . and the only thing that I teach the students who care to join it, during such periods that the institution is allowed to function, free from Government attention, and that I ask them to teach others, is a few simple rights and duties of a citizen. If only we knew that, I think we would get Swaraj much earlier than we expect; and though it may go against the interests of the Government, I think it would be doing a real service to the country if it utilised the railways for the propagation of proper education not only of the passengers, but also of the members of its staff. I heard in England a saying which they had there: the first class passenger is rude to the guard, the second class passenger and the guard are rude to each other, but the guard is rude to the third class passenger! That is how the rudeness is distributed as between the guards and the passengers there. Here, it seems, that the railway authorities are rude to every one. I have often found, travelling in the intermediate class at nights, that all the railway staff on duty occupy all the bunks and refuse to give room to *bona fide* passengers with tickets in their pockets, who are thus kept standing in order that members of the railway staff, on duty, should have a comfortable night. I do not want to take away any legitimate comfort from railway employees because they are also human.

Mr. N. M. Joshi: They are also passengers!

Mr. Sri Prakasa: I am talking of the crew-persons who are in charge of the work of examining tickets: they lie about on these bunks and do not allow *bona fide* passengers to occupy them. I, therefore, suggested in one of my letters to the gods on high—I am in constant correspondence with them, but very often do not get any reply to my letters from them—that they might have a small compartment reserved, in each passenger train, for members of the railway staff on duty, so that they could go and rest there in between their hours of duty and not interfere with *bona fide* passengers. I do not know where that letter is, but I got no reply. I have also another complaint to make: the intermediate class lavatories in the East Indian Railway are not in conformity with human anatomy (Laughter) and so, they are very often dirty. I do not know who are the persons who designed these lavatories: I have had no end of trouble with them. I will give you one instance. It is an unsavoury example: luckily there are no lady members in the House and I think I might give it without looking up at the galleries. My friend, Pandit Jawahar Lal Nehru, as President of the Congress, and myself were travelling together to attend a meeting of the All-India Congress Committee. We had travelled in a third class compartment practically standing all night. When the early morning came with its physical demands and I entered this little lavatory, I found that it was dirty. Well, I consulted the President of the Congress. (Laughter.) He said: "Let us send for the *mehtar*." I called for one; but *mehtars* are always busy with the first class passengers even if their lavatories are quite clean. The pity is that the *mehtar* does not look after the comfort of his own brethren in the third class compartment, but eagerly looks after the comfort of his master in the first class. So when the train steamed off, the President advised me to turn myself into a *mehtar*; and so, with the help of the morning paper and what little water I had, I cleaned the lavatory myself and used it. This mess is not due to the mistake so much

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of the man, or the woman or the child who had used that lavatory before, but it is the mistake of the man who designed it originally, because, Sir, no human being could use it properly.

Again, Sir, travelling in a third class compartment, on another occasion, I found it notified there that that compartment was meant for 52 persons. And we were already over 52. There were only two doors to go out at one end of the compartment. If any passenger wanted to get out from the further end at a wayside station, he had to struggle hard. There were fights almost at every station, and it was with great difficulty and with great discomfort that those who occupied the compartment completed the journey.

Mr. Chairman (Mr. S. Satyamurti): The Honourable Member has got only one minute more.

Mr. Sri Prakasa: Sir, I shall not take even that one minute. I have often felt that high railway officials have too many saloons for themselves. Only one gentleman is generally travelling in a huge white or yellow saloon, and it is tacked on to these trains while I myself am being crushed in a neighbouring third class compartment. Being only human, I do not like it. If these bigwigs would only experience the difficulties of lower class travelling and also realise that with a little proper instruction to railway officials and railway passengers, things could be improved, then they would surely take steps to remedy the defects. If they do so, then I think, in India, things would be much better than elsewhere, because, I think, our passengers are more patient and willing to bear more hardships than passengers in other parts of the world; and when you have a patient people, why try their patience in a manner and to an extent that is not good either for yourselves or for them.

Mr. Lalchand Navairai (Sind: Non-Muhammadan Rural): Sir, this is usually the time when we have to consider whether the gentleman who presents the Budget is to be congratulated or not. With regard to the Budgets, fortunately or unfortunately, I have had some experience that they are more or less manipulated and forged in the manner the authorities wish to present them to the public. In these offices there is also the trick of the trade by which a Budget which is a surplus budget can be made a deficit budget and a deficit budget can be turned into a surplus budget. But, Sir, what I have to consider, from my own point of view, is not whether a particular budget has been a surplus budget or a deficit budget, because, in bringing out a budget, there are certain limitations and barriers which face those who make them and those who present them to the House; what I am concerned with mostly is the good behaviour of the officers of the railway more than their bringing out a surplus or deficit budget. I was thinking whether the Honourable the Commerce Member who has been in this House for more than five years, during which time I have also been here, from the good behaviour point of view, deserved credit or not, and I must say emphatically he does. I have, Sir, for him and for his colleague, Mr. Rau, sitting behind him, not merely a great regard, but a great admiration for both. (Hear, hear.) Sir, there are certain instances within my knowledge in which these gentlemen have acted in a manner in which any right-minded man would act. When we brought before this House certain cases by way of questions, when we asked for certain information,—Honourable Members who are new to this House have not yet had much experience

of it,—the replies were always very evasive, they said that the matter was wholly in the hands of the Agents of the Railways concerned and they could give no relief. This is what we find. But may I say to the credit of Sir Guthrie Russell, with whom also I had personally to deal in connection with certain matters, that he is also as easily accessible as the other two gentlemen, and they are ever ready to listen to any genuine complaints that may be brought to their notice, and I must say they are very sincere in inquiring into any complaints and giving relief. There was a case of a gentleman drawing Rs. 800 or Rs. 900 who was wrongly retrenched. We came to this House, put questions, and, as usual, the replies were evasive, and they said they could not do anything, the matter was in the hands of the Agent and so forth. But we wanted to point out that the Agent had done a wrong to this gentleman and that it should be set right. What to do? I espoused the cause of that gentleman, I went into the Chamber of the Honourable Member, on behalf of that gentleman who was wrongly retrenched, and represented the case to the Honourable Member. Do Honourable Members know what he did? He sent for the papers, went through them, and I must say to the credit of the Honourable Member and also of Mr. Rau, they saw that the man was wrongly retrenched and re-instated him, and the man is now getting his own pay. Some such cases have happened, and it is that courtesy, that kindness and that consideration that they give to such matters that pleases us most, and not the Budget (Laughter), because we all know, whether it is a surplus budget or a deficit budget, we are being taxed more and more. Therefore, whether it is a surplus budget or a deficit budget, it is quite immaterial to us here, because the world will go on merrily, at least the Railway Board will go on. (Laughter.) What is happening now? You have a little voice at present, but in a short time we shall be completely deprived of even that little voice which we are raising now, because after the constitution of the Statutory Railway Board, we shall be nowhere. How can you come forward and put questions and get information in this House? I have read the Bill as well as the report of the Committee which was considering the question on the Statutory Railway Board, and what do we find? They say that with administrative questions the representatives of the people in this House shall have absolutely nothing to do, and that it is only policy that they can deal with. May I enquire whether it is the day-to-day administration that we are concerned with, or bigger policies? Policies they lay down and then comes the question of administration. Now, it is said, you cannot interfere in the Agent's business, and hereafter they will say, you cannot interfere in anything. You have nothing to say. . . .

Mr. M. S. Aney: Only to pay.

Mr. Lalchand Navarai: Yes, only to pay; pay, and pay more. Though this is a deficit budget, yet it is a Budget certainly better than last year's, but I have yet no faith in it. It is only when the railways consider that they are responsible to the representatives of the people,—it is only then that we will think of these budgets. At present what we find is that everything is going on autocratically and I am afraid that will be our fate also when the Statutory Railway Board works. I do not know how the representatives of the people could reach that Board and how the grievances of the people could be redressed. The budget would be before you only for considering the policy.

Dr. Ziauddin Ahmad: Will it come to you at all?

Mr. Lalchand Navalrai: I say the policy question only will come. I understand that. Dr. Ziauddin was on this Committee, and I do not know how he signed this report, and if he has signed it, I want to know how he is going to tell me. . . (Interruption by Dr. Ziauddin Ahmad.)

Mr. Chairman (Mr. S. Satyamurti): Order, order.

Mr. Lalchand Navalrai: Any way, the report does not show anything that there was any dissentient voice from you. I have always respect for you and. . . .

Mr. Chairman (Mr. S. Satyamurti): The Honourable Member will kindly address the Chair.

Mr. Lalchand Navalrai: I have respect for him, and I can also say that he can study questions very well, but the point is where was he when he joined hands and brought out this report?

An Honourable Member: He was in England. (Laughter.)

Mr. Lalchand Navalrai: I do not blame him. It must have been due to the association that he had, sitting by his side those who only raised their hands, and he must also have raised his hand like that. However, what I say is this, that people should have a voice in the railway business. I am sure the public will be with me when I say that the agreement with the Company-managed railways should be revised, and I would suggest that before this Statutory Railway Board comes into existence, about which I have no doubt, the Government should consider the question whether these Company-managed railways should be still in the hands of companies. The agreements with them should be so revised that people may have some voice and some control over the Company-managed railways.

Coming to the Budget itself, the Commerce Member is now leaving the department, but we will see next year whether there has been some mistake this year or not. I am not, however, concerned with that, but I will make a few suggestions and then conclude my speech. The first thing of note is that it is the goods traffic that has saved the railways, and a lesson should be learnt from it. The goods freight should still be reduced where on account of competition the rates are at present unfair. Again, I must say that not only a few but a good many wagons are required to hand the goods traffic. During the War time traders could not get sufficient number of wagons, and, even afterwards, there have been continual complaints about the shortage of wagons, not only on the State-managed railways but also on the Company-managed railways. There is a railway which is called the Larkana-Jacobabad Railway in Sind, and several complaints have been made that they are not supplying sufficient number of wagons there. Of course, the Budget provides for more wagons, but the point is whether the Company-managed railways, and such other railways, as I have mentioned, will also have a share in those wagons, or whether they will have to build more wagons of their own accord. As regards passenger fares, there also you must reduce the third class fares and give more conveniences to third class passengers. Much has been said on that subject, and rightly

too, from that side, but I may say that, besides the inconveniences which the previous speaker has narrated, there are several other inconveniences from which the third class passengers suffer. Is there sufficient light in the latrines of the third class carriages?

An Honourable Member: Not at all.

Mr. Lalchand Navalrai: Take the congestion in the third class compartments. It is written, for instance, 90 passengers to sit. With those 90 passengers, there is overcrowding, but when the military travel, the number is reduced to 70 only. Why this invidious distinction?

Mr. Chairman (Mr. S. Satyamurti): The Honourable Member has only one minute more.

Mr. Lalchand Navalrai: I have done, Sir. I would say that the inconveniences to which the third class passengers are put should be remedied, so that there may be more and more passengers travelling. There is one other point to which I would draw the attention of the Railway Member, and that is with regard to Sind-Bombay Railway. I shall deal with it afterwards when I get an opportunity, and place facts and figures before the House, but at present let me say this, that the matter has been pending for too long a time. I know the Honourable Member is trying his best to see that the question is settled soon, but I am told that the file is now lying with the Bombay, Baroda and Central India Railway people for their opinion.

[At this stage, Mr. President (The Honourable Sir Abdur Rahim) resumed the Chair.]

I think this matter should be expedited and a final decision arrived at, because it could be shown conclusively that this would be a good investment commercially. With these few words, I resume my seat.

Mr. V. V. Giri (Ganjam *cum* Vizagapatam: Non-Muhammadian Rural): The railways in India constitute a great State undertaking, next only to that of Soviet Russia, both in point of route mileage and the number of workers employed. There are today nearly 700,000 railway workers, who, along with their families, would exceed in numerical strength the population of some nations of Europe. When you consider, therefore, the Railway Budget, you consider the budget of thousands of families who depend, for their prospects of employment, re-employment and continued employment, on the policies initiated by the State. Now, Sir, there are today 47,000 retrenched workers on the railways during the last four or five years. The Honourable the Commerce and Railway Member has stated that the railway finances are improving but it is little consolation to the 47,000 retrenched workers and their families who are starving in the streets for want of food and raiment. This state of affairs could have been avoided if only the railway administrations and the Railway Board had accepted many of the suggestions made by organised unions and the All-India Railwaymen's Federation, suggestions which with a few financial commitments or in many cases with no financial commitments, would have avoided the unemployment of 47,000 workers. I would, however, reserve this subject for a future consideration if I get an opportunity at the time when the cuts will be moved.

[Mr. V. V. Giri.]

Now, Sir, coming to those who are in employment it is no doubt true that wage cuts have been restored but it is equally true that
 4 P.M. there was as little or no justification for imposing wage cuts on the poorly paid staff as there is justification in restoring the cuts of highly paid officials. Then there is another point with regard to the new scales of wages that are sought to be introduced. This is an attack on the standard of living of the workers. This constant attack on the standard of living of the existing employees is a menace to the improvement of their conditions of service. According to the Budget, it is proposed to spend 450 lakhs of rupees on rolling stock. A hundred lakhs are intended to be spent on locomotives and boilers. I consider that this expenditure, from the little study that I have made, is unnecessary. If we take the formula supplied by the Raven Committee, not less than 65 per cent. of the total stock of the engines should be in use daily. Even in 1925-26, the said Committee found a considerable number of locomotives without any hope of immediate use, resulting in considerable expenditure. According to the Financial Commissioner's reply to an interpellation on the 13th March, 1934, there were 928 locomotives purchased on Class I Railways after that date. I find, according to that committee's formula, that there are nearly 500 surplus broad gauge locomotives and 53 surplus metre gauge locomotives and 19 narrow gauge locomotives in excess. I would like to tell you, Sir, that each broad gauge engine costs Rs. 90,000 and each metre gauge engine costs Rs. 65,000. On this basis, I feel that at the present moment there is no justification for spending another crore of rupees on new locomotives. Another point I would like to bring to the attention of this House is, that from the year 1918 and 1921, there has been a great demand, backed by public opinion, that these locomotives should be manufactured in India. I would like to refer to the Government of India communique dated 1921 which was quoted by that great leader, the late lamented Pandit Motilal Nehru, in his speech on the Railway Budget in the year 1927. This is to be found on page 1218 of the debates, dated the 23rd February, 1927. The communique said:

"The Government of India have had under consideration the question of the construction of locomotive engines in India and they are now in a position to give a general undertaking that tenders will be invited annually in India for all the railway locomotives and locomotive boilers required by Government during the 12 years commencing with 1923."

It is really a wonder that from 1921 to 1935, the consideration about the manufacture of locomotives is still going on and we were told the other day, in 1934, by Mr. Rau, that the matter is still under consideration. Supposing, Sir, we have a Government of our own, a nationalist Government, and such replies are given, that Government will be turned out the next day. If this is the sort of explanation given by the Government during the last 15 years, is it to be wondered at if people lost respect for it? Again, Mr. Rau, by a reply about the manufacture of metre gauge engines in the Ajmer workshops, has helped us a good deal. In reply to a question by Diwan Bahadur Harbilas Sarda, Mr. Rau said:

"I understand that owing to the fact that the prices in England are now low, according to the latest information available to the Railway Board, there is very little difference in the cost of manufacture at Ajmer and the cost of purchase in England, the difference being only Rs. 26."

In spite of that, the Government have not encouraged the manufacture of these locomotives in the Ajmer workshops in greater number. I consider that every kind of locomotive can be manufactured in India in the railway workshops if proper attempts are made. In fact, I may quote with profit the words of the Raven Committee who said :

“Assuming equal efficiency and organisation and control on either side, all the elements of cost have a tendency to be lower in a railway workshop than a private workshop.”

And, therefore, they strongly recommended that the railways should undertake a mass production of under-frames and spare parts of rolling-stock instead of depending on outside firms. I may also be allowed to quote an observation on page 77 of the Raven Committee's report. They say :

“Briefly, then, our opinion is :

(1) that the rates at which spare parts of rolling stock are being manufactured in railway workshops do bear favourable comparison with the rates which outside agencies could or would charge,

(2) that nevertheless such manufacture is *not* being carried on as efficiently and economically as it could be, owing either to lack of organisation and co-ordination or lack of suitable plant, and

(3) that with the concentration of the manufacturing work, in such existing shops, as are advantageously situated with respect to cheap labour, fuel and suitable equipment, on the lines we have recommended, great economies could be achieved.”

I submit, from the point of view of the workers, if such manufactures are undertaken in this country, if a real organisation of the workshops is made, then unemployment will be greatly relieved and this retrenchment that has been going on for the last two years could, perhaps, have been profitably avoided. Now, I wish to touch on another important question as briefly as possible, and that is the question of the rail-road enquiry. Sir, it is stated that the railways are losing every year not less than 190 lakhs due to the competition of the motor transport. It has also been said that for every competitive bus that competes with railways, ten rupees are lost every day. At any rate, it is established that nearly two crores of rupees are lost by the railways through these competing services. I desire, Sir, that there should be a greater co-ordination between the bus services and the railway services, and, I think, the time has come when the proposition of State ownership of transport is practically established by the railways becoming State undertakings; now, it may also, therefore, be necessary perhaps to consider whether or not in the first instance as a trial, the Railway Administration of the Government of India might not take over the ownership and control of those transport services which run parallel to the trains, and I think this matter ought to receive greater attention. As I stated, at the present moment over Rs. 190 lakhs are lost by the railways every year and clearly this sum could be secured if the Railway Administration took charge of these buses and then certainly the railways would not suffer the loss that they are suffering. Sir, while reading the Rail-Road Report, I found that the Madras and Southern Mahratta Railway Company, in order to compete with the bus services competing with the railway between Bezwada and Masulipatam, are now buying Diesel locomotives at a cost

[Mr. V. V. Giri.]

of Rs. 6½ lakhs in order to compete with twenty-five buses the capital cost of which would not exceed a lakh of rupees. I feel, Sir, that the bus services are necessary. I also feel that the people in the country, the passengers, would like to have both the train, and the bus services, but, on account of this reason primarily, that is, the passengers can find comfortable seats in the buses, free of any great rush, while in the trains the way in which third class accommodation is organised is disgraceful,—on account of this very reason people would rather not like, if they could help it, to travel in trains.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has only two minutes more

Mr. V. V. Giri: I, therefore, consider, Sir, that this aspect must be considered. So far as bus companies are concerned, I am quite sure that they are not at all profited by these bus concerns. It is known to those who know something about the services, and the Rail-Road Enquiry Committee also says it, that these have not been of great profit. I, therefore, consider, that these questions ought to be discussed carefully. The House has to be given an opportunity to discuss this matter at great length and to come to some conclusions on this matter. I am sorry my time is up, Sir, and I have not been able to place before the House my views on this matter in a more detailed manner, but I shall, as I have said, reserve for a future occasion my views in greater detail.

Mr. Muhammad Azhar Ali (Lucknow and Fyzabad Divisions: Muhammadan Rural): Sir, when I heard the speech of the Honourable Sir Joseph Bhore and when I read it at home, I thought that some improvement would be shown in the management and the administration of the Railway Department at least at the time of the retirement of my Honourable friend, the Commerce Member. But I found, after all, that it was but a story of "remorse, sorrows and regrets". Sir, although we may here much regret the retirement of my Honourable friend for his personal qualifications and for his goodness of heart, yet we have to see what during these five years India has benefited in the matter of its railway administration.

Mr. Lalchand Navarai: How can he help you?

Mr. Muhammad Azhar Ali: My friend says: "how can he help you?" but I think he can help me in the same manner as he has helped himself. (Laughter.)

Mr. Lalchand Navarai: The Secretary of State can help you.

Mr. Muhammad Azhar Ali: Whether it is the Secretary of State to help us or whether it is any of the railway administrations in India to help us, the fact remains that we Indians are suffering and we Indians have come to grief in every department whenever we find any time to consider the affairs of that Department. Sir, as my Honourable friend has already been congratulated by other friends of mine in this House, it is also but meet and proper that I should also congratulate him; but in fact the position of the present Budget does not show in any way that we can

congratulate ourselves at least on the subject of the Railway Budget. Sir, in the opening speech which he delivered the other day I found two sentences which are very pregnant in themselves. The first is: "the prime consideration in these years has had to be the safeguarding of our financial position". Sir, if we scrutinise the financial position of the railways, we find it at once revealed to us that there is a deficit; and, on the face of the Budget, we find that our railways are not working according to the needs of the country. From every side of the House, Sir, you have been hearing that there are complaints of discomforts and that there are complaints of paucity of carriages, that there are complaints of this kind or that kind. Sir, on all these grounds, however much it may be said that it is a very good administration, nevertheless the Indians are not proud of such administration over which they have to wail and cry and cry hoarse, but absolutely it does not affect the officials on the official Benches. Sir, it is said that the financial position of India is in every way good. There is the Imperial Bank, there are the Government revenues, there is the income from the railway freights, there is the income from the passenger traffic. Every kind of income the Government has got. Now, if the financial position is so managed and in a certain way the figures are so manipulated that the financial position is sometimes made to produce a deficit and then at another time one of benefit to the country then what does it matter to us? Yet, really the position is bad enough. Further on Sir, the Honourable Member says: "the need for the pursuit of economy is great", and he harps on economy, and then he says that the "need for the pursuit of economy, translated into terms of greater efficiency, has been impressed on the Railway Administrations". Sir, this phrase, qualified as it has been, virtually means that this translation into terms of greater efficiency is only tantamount to saying that the officials of the Department should be highly paid and more highly paid ones be engaged and nothing more. (Hear, hear.) Sir, with this top-heavy administration that we have and the high salary that the Agents draw, it is indeed highly objectionable for the Honourable Member to think that there ought to be an economy. If that economy is to be translated into efficiency, then that efficiency means nothing but the increment in the pay of the officials or highly paid officials may be engaged hereafter. Sir, we know what an awful unemployment we have in the country at present and efficiency is not the only thing that we have to look to because efficiency is only for the purpose of so economising the resources of the country. My submission, therefore, is that this translation into efficiency will have absolutely no meaning. Further on, I find, just as we find in all official reports, that whenever there is anything with which the Government Benches wish to protect themselves, they always say: "We have lost so much, but". They are very fond of using the word "but". But whenever there is any profit, it is said: "But this is the deficit". The result is that every Government report is full of these "buts". Sir, I am always opposed to such "buts" because they mean exceptions which are of great importance and their connotations are very serious. In paragraph 6 we come across these "buts", again, like anything. In that paragraph the Honourable Member says:

"We are indeed fortunate that our anticipations of traffic rates have been more than fulfilled. But, though the improvement in goods receipts which we hoped for has been realised, and indeed more than realised, we have seen this year a further fall in our passenger receipts."

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The Honourable Member has used another "but" here. What we are concerned with here is to see how the administration is going on—whether it is in the interests of India, whether the passenger receipts are sufficient to meet our expenses and whether the receipts from our goods traffic are to our benefit or not. We find that there are these "buts" to be provided: they are put in there to play with the figures and for no other purpose. Further on he says:

"The results of our experiment on the North Western Railway have not so far been entirely encouraging."

This, too, I would put under the same category of "buts". How can anything be encouraging unless the Government is prepared to re-consider the resources of India and the expenditure which the Government incurs on the pay of the high officials? That is the only matter where we can join issue with the Government namely, that the Government does not care so much for the convenience of the passengers or for the inconvenience of the people of India as it does for the convenience and comforts of its officials. Then, Sir, we find in paragraph 7 the following words:

"When, however, we turn to our goods traffic, there are definite grounds for congratulation."

I am glad that Government congratulate themselves for having received something from the goods traffic. But we know very well that even in the case of the goods traffic, except perhaps on Company-managed Railways, people and the tradesmen find it very difficult to get a sufficient number of wagons. Now, it may be said that we have ordered fresh wagons and we are trying to provide the Indian public with the sufficient number of these wagons, and, therefore, the goods traffic will be nicely managed. Now, Sir, I remember that there was a Committee of this very House for the purchase of the B. N. W. Railway and R. K. Railway. Years after years have rolled on and the Government had been borrowing right and left, still they have not been able to find enough money to purchase these two Railways which are paying 25 per cent. dividends to their shareholders. Sir, we know that Government appoints committees, but what is the use of such committees when the Government is not prepared to carry out the recommendations of those committees? They always complain that they have not got funds to meet the unemployment problem and sometimes works are undertaken in which a loss is incurred. Still, we do find that Government do not follow the recommendations of these committees when it finds that they will be profitable to foreign and Indian investors. Sir, the object of the Budget is to show how the public money is realised and how it is to be disbursed. In the case of railways, which can be classified as commercial concerns, the two ways of realising money are through the rates that are fair and that a higher rate of freight for goods is imposed and realised. Government do both badly: it raises the fare which is really a great inconvenience to the passengers and raises freights for the inconvenience of the trading public.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has only one minute more.

Mr. Muhammad Azhar Ali: That is the reason, Sir, why Government are losing in competition with other means of communication. If Government keep the interests of the country in the forefront, I am sure, it will be very easy for them to realise more money. They should take some public people into their confidence instead of having only a highly paid Board. They may also have some public men who know what commerce is and who know where the interests of India lie and thus along with them they may also have some non-officials on the Board.

The Honourable Sir Joseph Shore (Member for Commerce and Railways): Sir, may I begin by thanking such Honourable Members as have expressed their appreciation of anything that my colleagues and I have done in the administration of Indian Railways. I express my gratitude to them for what they have said. Honourable Members will realise that it is not an easy matter to reply to a general debate during the course of which a number of points of varying importance *inter se* must inevitably be raised. With the best will in the world, it is impossible for me to cover the entire field of criticism, and if, therefore, some of the points that have been raised I pass over and deal with others somewhat cursorily, it is because the necessity to refer to a few matters at greater length and in greater detail precludes the possibility of a *seriatim* answer to every point that has been raised. I have no doubt that some, at any rate, of these will be ventilated during our discussions on the demands for grants.

Now, Sir, I should like to give first place in my reply to the question of coal contracts for the railways and I do so because the question has been given a certain measure of prominence by the allegation, I ought rather to say the insinuation, which has appeared in a certain paper that the allocation of these contracts is determined by considerations other than those which should determine the settlement of what is after all a purely business transaction. The suggestion has been made that the scales are weighted unduly in favour of the smaller Indian-owned and Indian-managed collieries at the expense of others. Now, Sir, I need hardly say there is no foundation for this suggestion. But a mere denial takes us nowhere. I would like to give the House a more detailed account of our procedure in the hope, first of all, that it may refute the allegation, and, secondly, that it might help people to realise that tenders are not dealt with on any arbitrary or unreasonable basis. I would, therefore, ask the House to bear with me, if I deal in some detail with this subject. In the first place, by way of preface, I ought to explain how it has come about that the railways are in the market for so large a portion of their coal requirements. It may not be known to the newer Members of this House as well as it is to those who have been familiar with our past discussions, that some years ago, railways were forced very largely through the action of the coal industry itself to acquire their own collieries in order to prevent themselves being squeezed by a combination of the interests concerned. We could, did we so wish, at the present moment, raise all our own requirements from our own collieries at prices advantageous to ourselves. Our collieries have been in process of being developed. In 1927-28, we raised something like 54 per cent. of our requirements from our own collieries. Then, later, came the great slump, and, in order to assist the coal industry as a whole, we decided to take a self-denying course of action, to limit our own raisings and to buy the bulk of our requirements in the open market. In the last three years we have been raising only one-third of our own requirements and we have been buying two-thirds in the open

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market with the idea of assisting the industry as a whole during a period of unparalleled depression. (Hear, hear.) The policy of Government was stated quite clearly by my predecessor, Sir George Hain. This is what he said:

"I think the House knows that the coal trade is passing through very hard times, that a good many of the collieries are only just hanging on and it is for that reason that the Government decided to raise so substantial a portion of their requirements to be obtained from the market. I do not claim, of course, that we were acting on purely altruistic grounds.....It is not in our interests that a large number of collieries should have to stop working since that might result in a gradual decline in the competition for the orders of the State Railways. Clearly it was desirable that the contracts should be fairly spread over a number of collieries."

With that policy before us, it is quite clear that provided tenders are dealt with on a purely commercial basis, we should spread our orders over the industry as a whole, so that as many collieries as possible, including the smaller collieries, should share in the measure of assistance which our action is calculated to bring to the industry as a whole. These intentions we have endeavoured to translate into practice. Where tenders from a number of collieries are equally advantageous we have attempted, wherever possible, to treat them equally fairly subject of course to certain inevitable reservations. In such cases, it would certainly not be of any use if our object is really to assist the collieries, to allot to any colliery an amount which is negligible in quantity. The quantity allocated to each must be sufficient to bring some real measure of assistance to the recipient of the order. This explains why, having regard to the number of smaller collieries, in the aggregate a major portion of our orders may go to the smaller collieries and not to the larger collieries. This, I submit, is inevitable, if we are to achieve the result which we have set ourselves to achieve. I have only to satisfy the House that these tenders are really allocated on a purely business basis. I can assure the House that the most meticulous care is taken to compare these tenders fairly and equitably, a matter of considerable difficulty, considering the various grades of coal that are offered. Our modern locomotives have all been adapted for burning the lower grades as well as the higher grades of coal so that speaking generally, we are not tied to any particular quality of fuel. In any case, speaking generally, the two factors of quality and price together decide the acceptance or the rejection of a tender. Except in special cases where a special quality of coal is required, it may be more economical for us to purchase a lower grade of coal at a certain price than a higher grade of coal at a certain price. What that price will be will depend upon the calorific and other qualities of the coal. We have endeavoured to arrive at an efficiency factor or a figure of merit for all the grades of coal that have been tendered, laboratory tests having as far as possible been supplemented by actual burning tests in locomotives. With these figures of merit before us and making allowance for transport to centres where the coal is to be used, it becomes a comparatively simple matter to decide which tender represents the most advantageous and the most economical purchase. Thus, Sir, if we have two tenders, "A" and "B", and if the figure of merit for "A" is 100 and the price is Rs. 4 per ton, and the figure of merit for "B" is 50, it would be more economical to buy "B" if the price is below Rs. 2 per ton and less economical to buy if it were above Rs. 2 per ton. At Rs. 2, a ton, other things being equal, the two would be on an equality. I think I have said enough to satisfy the House that the greatest care is being taken

to ensure the comparison of these tenders on a fair and equitable basis and to reduce them to a common standard, and I hope that with the explanation that I have given, we shall not again be faced with the insinuations that have been levelled against us in the past.

I now turn to another very important question, and that is the competition between railways and shipping companies. The railways in India, like railways all over the world, have always attempted to draw to themselves as much traffic for their own route as they possibly could. In doing this they have in many cases quoted the minimum permissible rates. This, I contend is perfectly legitimate. It is a pure business proposition so far as we are concerned, and I think that it is in the interests of the trade and commerce of this country. As a matter of fact, the Calcutta Port Commissioners appear to have addressed the Indian Chamber of Commerce, Calcutta, and asked them to support their view which was that traffic should be allowed to move by the more economical route, but that diversion of traffic from this route by the quotation of cut rates could not be beneficial to trade as a whole. To that the Chamber of Commerce apparently replied declining to support this contention and stating that there ought to be no bar to the railways quoting special rates, if they found that the quotation of such rates will stimulate traffic and such a policy would be particularly commendable if the quotations stimulate any national industry. Well, Sir, so far as we are concerned, if we were quoting uneconomic rates simply for the sake of undercutting we might be open to criticism, but, in all cases, we are limited by a minimum and in no case can we go below that. Shipping companies on the other hand are not restricted in any way. The Calcutta Port Commissioners in a recent communication made the following remarks:

"They are aware that it has always been the practice with the railways to quote specially low rates for inter-port transport, but although they can see no justification for this practice, the matter has only recently become of urgent importance. The special rates are now so low that it is impossible for the shipping companies to underbid the railways and large quantities of traffic have been diverted from the sea route."

Sir, I confess that I cannot possibly see why the shipping companies cannot underbid us. I will take only two instances. Take first the case of cotton piece-goods. The rate we are quoting from Bombay to Calcutta is Re. 1-1-0 a maund. That represents the permissible minimum and that charge works out to something like Rs. 28-12-0 per ton. Is it seriously contended that shipping companies cannot quote below that rate for traffic from Bombay to Calcutta? Or, take again, the case of gunnies. We are quoting a rate of ten annas and two pies per maund from Calcutta to Bombay. That was the rate in vogue before the war, and this is one of the cases where we are charged with gross undercutting. That rate represents a charge of something like Rs. 17 per ton. Is it contended that shipping companies cannot quote a rate lower than that? I believe that shipping companies have quoted a much lower rate for the carriage of rice from Rangoon to Bombay. I may, however, say that this matter is receiving our very careful consideration, and, therefore, I will refrain from saying anything more at present.

Sir, the Deputy President entered a powerful plea for further Indianisation, and if I do not take this occasion to present a picture of what is really being done in this regard, it is because I hope that an opportunity will occur later during our discussions on the demands for grants for going into the question in greater detail. I can assure my Honourable

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friend, Munshi Iewar Saran, that we shall very seriously consider the suggestion that he made that statistics of accidents on Indian Railways should be published in a form which will make comparison with other railways feasible.

I confess, Sir, to a feeling of astonishment that we should be attacked for reducing our percentage of working charges, though I admit that nothing coming from my Honourable friend, Dr. Ziauddin, should astonish us in the least. (Laughter.) The position as I now understand it is this and it is quite simple. If our operating charges are high we must be accused of extravagance; if on the other hand we reduce them, we are to blame as the authors of unemployment. Dr. Ziauddin has evolved a very satisfactory exposition of the game, "Heads I win, tails you lose."

Sir, I think I can deal in somewhat general terms with the criticisms directed towards emphasizing the need for reducing rates and fares and improving amenities for the travelling public. We recognise the necessity of railways improving their service to the public so that we may be able to attract to ourselves a larger measure of custom and so that we may popularise the railways as against other competitive forms of travel. But, Sir, times have been hard and it has not been possible for us to embark on any striking innovation. We have had to face enormous deficits—ten crores and 23 lakhs in 1932-33; seven crores and 96 lakhs in 1933-34; about four crores and 24 lakhs in 1934-35; and even in the year 1935-36 we hope to do little more than bridge the yawning gulf which has existed in the past between receipts and expenditure, excluding of course the strategic railways. I submit, Sir, that in these circumstances, the only possible policy was one of caution. I confess to Honourable Members that it has been a sore trial, not only to me, but to all those who are associated with me in the work of railway administration, to have our hands largely tied by the inexorable limitations of the financial position and by the necessity for the most rigid economy. But, Sir, the justification for these years of cautious policy is to be found in the history of the past few years and in the results achieved. Nevertheless, Sir, we have taken our courage in both hands and we have made experiments and changes with a view to helping the largest section of our passenger clientele. As Honourable Members know, we introduced some little time ago a reduction of third class fares on the North Western Railway system. That innovation has so far resulted in a net loss. Though the reduction in fares has brought us a larger number of passengers, the increase in passengers has not been sufficient to make up for the loss resulting from the decrease in fares and the increase in the working expenses resulting from an enlarged traffic. Nevertheless we are continuing that experiment and in fact we have extended it, as Honourable Members know, the Great Indian Peninsula Railway also having introduced a system of lower third-class fares and cheap return fares having been introduced on the Eastern Bengal Railway having currency for a period of from two to 18 days in accordance with the distance. Now, Sir, I do not wish to go into any detail, but I should like to say that the reduction in fares has not extended merely to passengers. We have also reduced freight rates. In fact, from what I have just said, Honourable Members will realise that the complaint by rival carriers is that our reductions have been on too large a scale.

Pandit Govind Ballabh Pant (Rohilkund and Kumaon Divisions: Non-Muhammadian Rural): Don't worry about that.

The Honourable Sir Joseph Bore: But there is one point with regard to reduction and that is that we must bear prominently in mind the basic and cardinal principle that the material interests of the railways must be conserved and safeguarded.

Mr. S. Satyamurti: And also of the country.

The Honourable Sir Joseph Bore: The railways, Sir, as my Honourable friend realises and as I hope is clear from his interruption, represent the State's largest investment and the solvency of the country is very intimately bound up with the solvency of the railways.

Now, Sir, we have, I think, by certain Members, been charged with extravagance. While it is easy to make such allegations, it is unfortunately by no means easy always to refute such allegations. I do not say that it is not possible for us to secure further economies or that we have done everything that could possibly be done in this direction. All I wish to say is that the pursuit after economy has never been allowed to slacken. As a result of the very detailed examination that was conducted in consequence of Mr. Pope's visits, we find that for an expenditure of something like Rs. 336,000, on investigation, we have been able to secure permanent recurrent savings of something like Rs. 30½ lakhs, and the possibility of further savings is by no means exhausted.

Then one or two Members asked us why we are continuing to recruit the higher staff on the scale that we have been doing. Here again let me point out that during the past four years we have only recruited 85 gazetted officers as against something like 218 which would have been the normal recruitment in those years. But here I must enter a caveat. The reduction of the supervising and controlling staff below an irreducible minimum can only be reflected in grievous inefficiency in our administration.

I would like to close on a note which I have often struck before. Railways are faced with a situation which only efficiency can enable them to overcome successfully. Competition has come to stay and competition will grow in intensity. And it is only by giving something in service to the public, which our competitors cannot give, that we shall be able to survive successfully. I would like to emphasise the point that never has there been such great necessity as, certainly there has never been greater necessity for specialised research than at the present moment. I am glad to say that the Standing Finance Committee have agreed to an enlargement of the research organisation at our disposal. I have been often asked what have railways got to do with research? I think I can best reply to that by giving to the House a few specific items of research which are now under contemplation. They are research into the possibilities of reclamation of non-ferrous scrap, research into the best protective covering for goods, wagons and coaching stock, research into heated bearings, lubricating oils and greases, research into train resistance and economic speeds of operation, research into the use of new materials such as, special wear—resisting steel, of larger use of indigenous materials found suitable, research into the economic utilisation of fuel. That, Sir, represents research on the purely technical side. There is research—I call it

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research—also on the non-technical side: the continuous ascertainment of public needs and requirements and the endeavour to meet them as far as this is possible, on an economic basis: the supply of greater facilities and greater amenities, the removal of difficulties and inconveniences, are all matters which require the most careful study and investigation if as I say improvement is to be made possible on an economic basis; and I would like to assure the House that railways are fully alive to the changing needs of administration and that it will not be for lack of endeavour if they are unable to meet the reasonable demands of the public and the challenge of their competitors.

The Assembly then adjourned till Eleven of the Clock on Thursday, the 21st February, 1935.