

23rd February 1935

THE
LEGISLATIVE ASSEMBLY DEBATES

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(20th February to 8th March, 1935)



FIRST SESSION

OF THE

**FIFTH LEGISLATIVE ASSEMBLY,
1935**



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1935.

Legislative Assembly.

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THE HONOURABLE SIR ABDUR RAHIM, K.C.S.I., KT.

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DR. ZIAUDDIN AHMAD, C.I.E., M.L.A.

RAJA SIB VASUDEVA RAJAH, KT., C.I.E., M.L.A.

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

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LEGISLATIVE ASSEMBLY.

Saturday, 23rd 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.

QUESTIONS AND ANSWERS.

NEGOTIATIONS WITH THE RULERS OF INDIAN STATES ABOUT THE INSTRUMENT OF ACCESSION.

446. **Mr. Sami Vencatachalam Chetty:** (a) Will Government be pleased to state whether they are carrying on or propose to carry on in the near future negotiations with the Rulers of Indian States in regard to the Instrument of Accession?

(b) Having regard to the large interests of British Indians involved, do Government propose, in settling the terms of such Instrument of Accession, to appoint an *ad hoc* Committee of non-official representatives of this House to be consulted and to be apprised of the negotiations as they progress?

The Honourable Sir Nripendra Sircar: Sir, I should like to correct a mis-statement which I made yesterday that I did not receive a copy of this. It was sent to my House, but I am sorry that I overlooked it. The answer is:

(a) Negotiations with the States in regard to their accession to the Federation can be carried out only after the Constitution Act is passed by Parliament.

(b) The matter rests entirely in the hands of His Majesty's Government, and the Government of India are not in a position to make any statement on that subject.

Mr. Sami Vencatachalam Chetty: Is it not a fact that negotiations with regard to forfeiting a certain portion of customs revenue to the States are being carried on?

The Honourable Sir Nripendra Sircar: I am not aware if it is a fact that any negotiations like what my Honourable friend suggests are going on between any State and the Government of India.

Mr. Sami Vencatachalam Chetty: Are the Government of India aware that such negotiations are being carried on by the Secretary of State with the States?

The Honourable Sir Nripendra Sircar: If any negotiations are being carried on between His Majesty's Government and any particular State, if I get notice of that question, then I can make up my mind whether that can be answered or not.

Mr. Sami Vencatachalam Chetty: Is it not a fact that the State of Baroda has got some concession from the Government of India with regard to her customs revenue?

The Honourable Sir Nripendra Sircar: I want notice.

Mr. M. Ananthasayanam Ayyangar: Have any of the States been informally consulted till now?

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

ACTION TAKEN ON THE RESOLUTION RE TERMINATION OF THE INDO-BRITISH TRADE AGREEMENT.

466. ***Mr. T. S. Avinashilingam Chettiar:** Will Government please state what action they propose to take on the Resolution of this House dated the 30th January, 1935, recommending to Government that the Indo-British Trade Agreement signed on the 9th of January, 1935 should be terminated forthwith?

The Honourable Sir Joseph Bore: I would refer the Honourable Member to the replies given to the series of supplementary questions asked by Mr. S. Satyamurti in connection with his starred question No. 206, on the 13th February last.]

EXTENSION OF THE OPERATION OF THE WHEAT (IMPORT DUTY) ACT.

467. ***Sardar Sant Singh:** (a) Do Government propose to extend the operation of Wheat Duty Act, 1931, by another year?

(b) Have Government received any representation to that effect from any quarter? If so, from whom?

The Honourable Sir Joseph Bore: (a) The question whether the operation of the Wheat (Import Duty) Act, 1931, should be extended for a further period is under consideration.

(b) Representations supporting the extension of the Act have been received from the following commercial bodies:

- (1) Indian Merchants' Chamber, Bombay;
- (2) Indian Produce Association, Calcutta;
- (3) Merchants' Chamber of United Provinces, Cawnpore;
- (4) Maharashtra Chamber of Commerce, Bombay;
- (5) Mysore Chamber of Commerce, Bangalore;
- (6) Northern India Chamber of Commerce, Lahore;
- (7) Indian Chamber of Commerce, Lahore;
- (8) United Provinces Chamber of Commerce, Cawnpore;
- (9) Gwalior Chamber of Commerce; and
- (10) Karachi Indian Merchants' Association.

IMPORT OF WHEAT INTO INDIA.

468. ***Sardar Sant Singh:** How much wheat was imported into India during the years 1932-33, 1933-34 and 1934-35 till 1st January, 1935?

The Honourable Sir Joseph Shore: The Honourable Member is referred to the Accounts relating to the Sea-borne Trade and Navigation of British India for March, 1934, and for December, 1934, copies of which are in the Library of the Legislature.

RETIREMENT OF FIRST CLASS POSTMASTERS ON THE COMPLETION OF THIRTY YEARS' SERVICE.

469. ***Mr. M. Ananthasayanam Ayyangar:** (a) Will Government be pleased to state if it is their intention to retire first class Post Masters on the completion of 30 years service, even though they may not attain the age of 55? If so, what is the number of such cases?

(b) Do Government propose to extend their services up to the age of 55?

The Honourable Sir Frank Noyce: Government have no such intention. The latter portion of part (a) and part (b) of the question do not arise.

Prof. N. G. Ranga: Are the Government of India aware that salaries paid to these branch postmasters are very much lower than those paid to the mail runners?

The Honourable Sir Frank Noyce: No, Sir, I am not aware of that. I, however, hardly think that it arises out of this question.

MILITARY REVIEW HELD ON THE 31ST JANUARY, 1935.

470. ***Mr. T. S. Avinashilingam Chettiar:** Will Government please state:

(a) the total cost incurred on the military review held on the 31st January, 1935;

(b) the purpose of the review; and

(c) whether it is going to be held every year, or at different intervals; if the latter, at what periods it is to be held?

Mr. G. R. F. Tottenham: (a) The full cost is not yet known, but it is expected to amount to approximately Rs. 20,000. I may add that the cost would have been many times greater had not the troops been concentrated in the vicinity of Delhi for other training and manoeuvres.

(b) The purpose of the Review was to give an opportunity to the general public to see something of the army. It also gave an opportunity for ceremonial training on a large scale, which is of considerable military importance.

(c) Reviews are held occasionally at the discretion of the military authorities. There is no fixed rule on the subject.

Mr. T. S. Avinashilingam Chettiar: Is it held every year?

Mr. G. R. F. Tottenham: No, Sir. As a matter of fact, the last occasion on which a review of this kind was held was ten years ago.

Sir Muhammad Yakub: Are Government aware that there is a great deal of resentment among the Members of this House who had to sit for more than three hours in the sun when they were asked to see the Review, whereas beautiful canopies were provided for the Government officials?

Mr. G. R. F. Tottenham: I was not aware of that fact.

Sir Muhammad Yakub: Will Government please enquire?

Sardar Sant Singh: I was also one of the invitees, and I can say that there was no such discontent.

Dr. G. V. Deshmukh: When is the next occasion for Review going to be?

Mr. M. Ananthasayanam Ayyangar: What is the purpose of having a Review at Delhi alone?

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

CONFIRMATION OF THE NON-GAZETTED POSTAL STAFF.

471. ***Mr. N. M. Joshi:** Will Government be pleased to state:

- (a) the number of vacancies in each Circle and in each cadre in the Postal Department, remaining vacant under orders of the Director General, Posts and Telegraphs, issued in April, 1931;
- (b) whether the Director General, Posts and Telegraphs, has come to any decision as regards the confirmation of lower cadres as has been done in the case of gazetted officers;
- (c) whether the ban against confirmation has been removed in respect of other departments of the Government of India, or only in the case of the gazetted staff of the Postal Department;
- (d) whether they are aware of the discontent that exists among the non-gazetted staff of the Post Offices on account of the discriminatory treatment meted out to the gazetted and non-gazetted staff of the same department in the matter of confirmation; and
- (e) whether they propose to issue instructions for the confirmation of these non-gazetted officials immediately, and if so when?

The Honourable Sir Frank Noyce: (a) to (e). The attention of the Honourable Member is invited to parts (a) to (e) of the reply to starred question No. 988 asked by Mr. S. C. Mitra in the Legislative Assembly on the 31st August, 1934. The question of the removal of the ban against confirmation is under consideration and it is hoped that orders will issue shortly.

CONTINGENT ALLOWANCE FOR BRANCH POSTMASTERS IN THE BOMBAY POSTAL CIRCLE.

472. ***Mr. N. M. Joshi:** Will Government be pleased to state:

- (a) whether it is a fact that the Branch Postmasters in the Bombay Circle are not paid any contingent allowances;

- (b) whether even the supply of articles of stock, such as small cash bags to keep rupees and small change, is denied to them;
- (c) whether in a number of cases they are not provided with an iron safe; and
- (d) if the reply to parts (a) and (b) above be in the affirmative, whether instructions are proposed to be issued to reconsider the question and permit small cloth cash bags, as are given to postmen and village postmen, to be supplied to the Branch Postmasters also?

The Honourable Sir Frank Noyce: (a) Departmental branch postmasters are given a contingent allowance, but as the allowances paid to extra departmental branch postmasters are inclusive of contingencies no separate contingent allowances are sanctioned for branch postmasters of this class.

(b) The facts are as stated by the Honourable Member.

(c) Iron safes are supplied only when this is justified by the amount of the cash balance.

(d) In view of the reply to part (a) above, Government do not consider that the issue of instructions as suggested by the Honourable Member is necessary.

ABSTRACTS OF INFORMATION IN VERNACULAR IN THE BOMBAY POSTAL CIRCLE.

473. ***Mr. N. M. Joshi:** Will Government be pleased to state:

- (a) the year in which the abstracts of postal information in vernacular was last printed in the Bombay Circle;
- (b) whether the rates of postage and other conditions have undergone various changes since the last printing of the said pamphlet;
- (c) whether the staff, particularly the Branch Postmasters and the village postmen, find it difficult to furnish even ordinary information required by the public;
- (d) whether the Postmaster General, Bombay, has refused to reprint the pamphlet on the ground of financial stringency;
- (e) whether it is under consideration to reprint the Branch Office rules in vernacular; and
- (f) if the reply to (e) above be in the affirmative, whether it is a fact that the vernacular (Marathi) reprint was last issued in 1932?

The Honourable Sir Frank Noyce: (a) May, 1931.

(b) Yes.

(c) No. Branch postmasters are instructed regarding the changes in rates, etc., by Postmaster General's circulars issued in the vernacular and village postmen are informed of the various changes by their respective postmasters.

(d) Yes. In 1933 it was decided by the Director General to hold in abeyance the reprint of the abstract of postal information in the vernacular so long as the financial stringency lasted and this decision was communicated to the Postmaster General, Bombay.

(e) Yes. The book of branch office rules in Marathi is now being re-printed.

(f) Yes.

Mr. Lalchand Navalrai: May I know if the printing of the abstract will now be renewed?

The Honourable Sir Frank Noyce: I hope so, Sir, before long.

CASE OF ONE MR. RAM KISHAN, A STATE PRISONER IN THE MUZAFFARGARH JAIL.

474. ***Mr. Sham Lal:** (a) Will Government be pleased to state if Mr. Ram Kishan, B.A. (National), a State prisoner, is confined in Muzaffargarh Sub-Jail?

(b) How many times was Mr. Ram Kishan arrested before?

(c) Are there any definite charges against him, and if so, what?

(d) Has a copy of the charges been given to Mr. Ram Kishan, or have the charges been explained to him?

(e) Has Mr. Ram Kishan's case been placed before any judge or judges?

(f) Did Mr. Ram Kishan apply for a judicial trial? If so, what order did Government pass on that application?

(g) If his application for a regular trial has been rejected by Government, what was the reason for the rejection of the application?

(h) Is it a fact that Mr. Ram Kishan had kidney trouble when he was confined in the Lahore Fort soon after his arrest and was taken to the Mayo Hospital for operation?

(i) Is it a fact that before he had completely recovered, he was taken back to the Lahore Fort, and that his condition got worse and he developed palpitation of the heart?

(j) What is the state of Mr. Ram Kishan's health now?

(k) Is it a fact that there is no whole time medical attendant attached to Muzaffargarh Sub-Jail?

(l) Is it a fact that when Mr. Ram Kishan had an attack of palpitation of heart, it took three hours for the doctor to come and attend?

(m) Are Government prepared to transfer him to some other suitable place?

(n) Are Government prepared to consider his case for release?

The Honourable Sir Henry Craik: (a) Yes.

(b) and (c) On at least five occasions action has been taken against him under Regulation III because of his subversive activities.

(d) and (e). No.

(f) and (g). No such application has been received by the Government of India.

(h) to (l). The State Prisoner was in hospital for a short time before his detention under Regulation III of 1818. I have no information as to his ailments at that time, but since his detention as a State Prisoner his health has been good except for occasional attacks of malaria. I have no information to suggest that he has heart trouble of any kind. He is under the care of the Civil Surgeon, Muzaffargarh. I may add that his weight in December, 1934, was 121 lbs. against 112 lbs. on the date of his detention.

(m) and (n). No.

Mr. B. Das: Will Government consider an application for a judicial trial from Mr. Ram Kishan if any such application is received from him?

The Honourable Sir Henry Craik: No, Sir.

Mr. Sri Prakasa: Do Government depend entirely upon the reports of medical officers in the jails as regards the health of these prisoners, or are they prepared to depute non-official medical men also to examine the health of these prisoners?

The Honourable Sir Henry Craik: No, Sir; Government depend on the report of the medical officer in charge of the jail who in this case is the Civil Surgeon. If there were any ground for thinking that his health was bad, it would no doubt be considered whether he should be examined by another doctor as well. As I have said, his weight has increased by nine pounds since he was detained.

Mr. S. Satyamurti: What are the definite charges against him?

The Honourable Sir Henry Craik: That will require a lot of examination, and I think the Honourable Member might put down a question.

Mr. S. Satyamurti: The question is already there in clause (c).

The Honourable Sir Henry Craik: There are definite charges. He is a communist.

Mr. S. Satyamurti: Is communism an offence under the Indian criminal law?

Mr. President (The Honourable Sir Abdur Rahim): That is a matter of argument and legal opinion.

CASE OF ONE MR. IHSAN ILLAHI, A STATE PRISONER UNDER REGULATION III OF 1818.

475. ***Mr. Sham Lal:** (a) Are Government aware that Mr. Ihsan Illahi has been a State prisoner under Regulation III of 1818 for more than three years?

(b) Are Government aware that up to this time his case has not been placed before any Judges or the charges explained to him?

(c) Are Government aware that Mr. Ihsan Illahi wrote to Government to put him on his trial for any offence that he might have committed, and that they did not give any reply?

(d) Is it a fact that Mr. Ihsan Illahi had been arrested several times before, but no evidence was forthcoming against him and he was released?

(e) Are Government prepared to disclose the reasons for detaining Mr. Ihsan Illahi?

(f) How long do Government intend to detain Mr. Ihsan Illahi?

(g) Under what conditions are Government prepared to release Mr. Ihsan Illahi?

(h) Is it a fact that Mr. Ihsan Illahi is not keeping good health in jail and is suffering from heart trouble?

(i) Are Government prepared to consider his case for release favourably?

The Honourable Sir Henry Craik: (a) Yes.

(b) The case, including the State Prisoner's reply to the charges against him, was examined by two Judges who were satisfied that he was actively engaged in the revolutionary activities with which he was charged.

(c) As far as I am aware, no such representation has been received by the Government of India.

(d) Yes.

(e) No.

(f) and (g). So long as his detention is necessary in the interests of the public peace.

(h) No. On the contrary the health reports on the State Prisoner show that he is keeping good health and has gained 18 lbs. in weight.

(i) No.

Mr. S. Satyamurti: Who were the Judges who examined his case?

The Honourable Sir Henry Craik: Two Sessions Judges, to the best of my recollection.

Mr. M. Asaf Ali: Will the Honourable Member inform us whether the prisoner had any opportunity of testing the validity of the evidence that was placed before the Judges?

The Honourable Sir Henry Craik: He was given copies of the charges against him and he submitted a written reply to these charges.

Mr. M. Asaf Ali: Would that be sufficient for testing the evidence?

Mr. President (The Honourable Sir Abdur Rahim): That is a matter of opinion and inference.

Mr. M. Asaf Ali: Did Government ever give him any opportunity to cross-examine the witnesses?

The Honourable Sir Henry Craik: No, Sir.

Mr. M. S. Satyamurti: Did Government give this gentleman an opportunity to examine the evidence against him?

The Honourable Sir Henry Craik: I imagine the evidence against him is summarised in the charges supplied to him.

Mr. S. Satyamurti: Was any evidence placed before the Judges at all?

The Honourable Sir Henry Craik: Yes, certainly.

Mr. S. Satyamurti: Evidence of whom? Oral or written?

The Honourable Sir Henry Craik: A written summary of the evidence.

Mr. Lalchand Navalrai: Was he allowed to have defence witnesses examined?

The Honourable Sir Henry Craik: No, I should say not.

Mr. Lalchand Navalrai: Why not?

The Honourable Sir Henry Craik: The Honourable Member does not seem to understand that the procedure of the Regulation is only used in cases in which it is not, for a variety of reasons, considered suitable to place the evidence before any Court.

Mr. Lalchand Navalrai: If the prosecution evidence has been placed before two Judges for their consideration, why was not the defence evidence so placed?

The Honourable Sir Henry Craik: There was no defence, so far as I know.

Mr. S. Satyamurti: By whom was the evidence taken?

The Honourable Sir Henry Craik: I have said that the usual practice in such cases is to place a written summary of the evidence before the Judges.

Mr. S. Satyamurti: But who takes the evidence, and who makes the summary?

The Honourable Sir Henry Craik: The evidence consists of statements made at various times by various people.

Mr. S. Satyamurti: To whom?

The Honourable Sir Henry Craik: That depends. I cannot say what happened in this particular case.

Mr. S. Satyamurti: To the police generally?

The Honourable Sir Henry Craik: As a rule, to the police.

Mr. S. Satyamurti: In the presence of the person charged?

The Honourable Sir Henry Craik: It may consist in part of statements made by various persons in previous trials. In this particular case, I rather think it did.

REPRESENTATIONS FROM FOREIGN COUNTRIES TO THE TARIFF BOARD DURING ITS ENQUIRIES INTO THE NECESSITY FOR GRANTING PROTECTION TO VARIOUS INDUSTRIES.

476. ***Prof. N. G. Ranga:** (a) Will Government be pleased to state what all interests from foreign countries have made their representations to the Tariff Board on every one of the occasions when the Board was conducting its enquiries into the necessity for granting protection to various industries?

(b) On how many occasions were such representations made for or against the grant of protection which was then in question?

(c) What was the general trend of the British representations made when Indian Textile and Steel Industries were asking for protection?

The Honourable Sir Joseph Shore: (a), (b) and (c). The Honourable Member is referred to the Reports and Evidence Volumes relating to the various enquiries conducted by the Tariff Board, copies of which are in the Library.

FACTORS AND CONSIDERATIONS TAKEN INTO ACCOUNT BY THE TARIFF BOARD IN RECOMMENDING PROTECTION TO A PARTICULAR INDUSTRY.

477. ***Prof. N. G. Ranga:** (a) Will Government be pleased to state what factors and considerations are taken into account by the Tariff Board in deciding whether any particular industry needs any protection or not?

(b) What economic considerations and elements are weighed in arriving at the fair selling prices of various products of the industry which seeks protection?

(c) Are enquiries made into the degree of efficiency with which the industry desiring protection is organised and its various concerns are managed and the machinery and methods of manufacture utilised?

(d) Are the economic conditions of the corresponding industry in other countries also taken into consideration?

The Honourable Sir Joseph Shore: (a), (b), (c) and (d). The Honourable Member is referred to the Government of India, Commerce Department Resolution No. 3748, dated the 10th July, 1923, and to the Reports of the Tariff Board relating to the various enquiries conducted by it, copies of which are in the Library.

WORKING OF THE TARIFF BOARD.

478. ***Prof. N. G. Ranga:** (a) Will Government please state since when the Tariff Board has been working?

(b) Into how many and what industries has it enquired?

(c) How much time has been taken by the Board for enquiring into each of those industries and what expenditure has been incurred by it since its inception and on each of its enquiries?

(d) Had any detailed economic enquiries been attempted to be made into the costs of production of the products of the industries under enquiry?

(e) If so, by whom have such enquiries been made?

(f) What are the qualifications of those who were deputed to make such economic enquiries?

(g) Were the fair selling prices arrived at by the Board ever disputed by any of the interests concerned?

(h) If so, by which interests and when?

(i) Did the Board ever see it fit to alter its own figure for fair selling price for that suggested by the interests concerned?

(j) If so, in which cases and when?

The Honourable Sir Joseph Bhoré: (a) Since July, 1928.

(b) A statement is laid on the table.

(c) The Honourable Member is referred to the Reports of various enquiries conducted by the Board, copies of which are in the Library. Expenditure of Rs. 22,58,000 has been incurred on the Board from its inception till the close of the financial year 1933-34. The estimated expenditure during the current year, 1934-35, is Rs. 1,56,800. Expenditure is not allocated on account of each enquiry separately.

(d) to (j). The Honourable Member is referred to the reply to question No. 476 just given.

Statement showing the enquiries by the Indian Tariff Board.

PART I.—Completed.

1. Grant of protection to the Steel Industry (1924).
2. Removal of the import duty on Sulphur (1924).
3. Increase of duties on steel (1924).
4. Grant of protection to the Magnesium chloride Industry (1925).
5. Grant of protection to the Printers' Ink Industry (1925).
6. Grant of protection to the Cement Industry (1925).
7. Grant of protection to the Paper and Paper Pulp Industry (1925).
8. Grant of supplementary protection to the Steel Industry (1925).
9. Removal of the duty on Spelter and enhancement of the duty on imported galvanised hardware (1925).
10. Grant of protection to the Wire and Wire Nail Industry (1926).
11. Grant of protection to the Coal Industry (1926).
12. Grant of protection to the Shipbuilding Industry (1926).
13. Continuance of protection to the Steel Industry (1926).
14. Changes in the tariff entries relating to the Printing Paper (1927).
15. Grant of protection to the Cotton Mill Industry (1927).
16. Tariff equality in respect of the manufacture of Camel Hair, Cotton and Canvas Ply Belting (1927).
17. Grant of protection to the Plywood and Tea Chest Industry (1927).
18. Grant of protection to the manufacture of railway wagons and underframes, component parts thereof, and Wire and Wire Nails (1927).
19. Grant of protection to the Match Industry (1928).
20. Grant of protection to the Oil Industry (1928).
21. Tariff equality in respect of the manufacture of electric wires and cables (1928).
22. Tariff equality in respect of the manufacture of Printing Type (1929).
23. Tariff equality in respect of the manufacture of Manila Rope (1929).
24. Grant of protection to the Heavy Chemical Industry (1929).
25. Grant of protection to the Magnesium Chloride Industry (1929).

26. Removal of the Revenue Duty on Pig Iron (1930).
27. Additional protection for Galvanised Sheets (1930).
28. Grant of protection to the Salt Industry (1930).
29. Grant of protection to the Gold Thread Industry (1930).
30. Grant of protection to certain Railway Materials made of Steel (1930).
31. Grant of protection to Steel Rails (1931).
32. Grant of protection to the Sugar Industry (1931).
33. Grant of protection to the Wire and Wire Nail Industry (1931).
34. Grant of protection to the Paper and Paper Pulp Industry (1931).
35. Grant of protection to the manufacture of Electric Wires and Cables (1931).
36. Grant of protection to the Glass Industry (1932).
37. Grant of additional protection to the Cotton Textile Industry (1932).
38. Extension of protection to the Cotton Textile Industry (1932).
39. Grant of protection to the Sericultural Industry (1933).
40. Continuance of protection to the Iron and Steel Industry (1934).
41. Removal of tariff inequality in respect of Carbon Brushes and Healds and Beeds (1934).

PART II.—In Progress.

1. Removal of tariff inequality in respect of shuttles.
2. Grant of protection to the Woollen Textile Industry.

MEMBERS OF THE TARIFF BOARD.

479. 1932. W. G. Kings: Will Government be pleased to state the names of all the members of the Tariff Board, who have so far been appointed, with their qualifications and a brief account of their past careers relating to their touch with industry or economic studies, the dates when they were appointed, the periods for which they were originally appointed and the various and successive extensions they had received and the dates when they had relinquished their memberships and the reasons for their resignations or relinquishments of their memberships?

The Honourable Sir Joseph Shore: With your permission, Sir, I will answer questions Nos. 479 and 480 together.

Question No. 479 and question No. 480 part (a): The Tariff Board is a temporary organization, and, when created in July, 1923, was appointed in the first instance for a period not exceeding one year. The Board has, however, remained in existence continuously since then except for brief periods in 1933 and again last year. Sanction for the continuance of the Board has usually been obtained for periods of one year at a time but on occasions for periods of two years at a time. Members of the Board are not appointed for any fixed period and the time for which they remain with the Board is determined by individual circumstances. Periods of tenure have usually been five years or under. Having regard to the temporary nature of the organization of the Board Government do not consider it necessary to fix definitely any minimum and maximum limits of tenure of their appointments by members. I lay on the table a statement showing the names of past and present members of the Board and other details asked for in so far as it is possible to supply these.

Question No. 480, part (b): The Honourable Member is referred to Chapter XVII of the Report of the Indian Fiscal Commission.

Statement showing the details of the services of the Members of the Tariff Board.

Names.	Qualifications etc.	Date of appointment to the Board.	Date of leaving the Board.	Reasons for leaving the Board.
Sir George Rainy, K.C.S.I.	I.C.S.	5th July, 1923	14th April, 1926	Joined the Commerce Department.
Sir Padamji Ginzwa, Kt.	Bar-at-Law prominent public man and business man of standing. Formerly a member of the Legislative Assembly.	5th July, 1923	27th March, 1930	Retired.
Mr. V. G. Kale	M. A. Professor of Economics, Ferguson College, Poona. Formerly a member of the Council of State.	14th July, 1923	5th July, 1925	Reverted to the educational work.
Dr. John Matthai	I.E.S., D.Sc., B.A., B.L., B. Litt., Professor of Economics, Presidency College, Madras.	22nd June, 1925	12th June, 1934	Reverted to the Indian Educational Service.
Mr. A. E. Mathias, C.I.E.	I.C.S.	5th June, 1926	6th December, 1931	Services replaced at the disposal of the Government of the Central Provinces.
Mr. Fazal Ibrahim Rahimtoola	Business man and public man of standing. Formerly a member of the Legislative Assembly.	2nd November, 1930	16th February, 1934	According to the terms of his appointment he did not take part in the Iron and Steel Industry enquiry.
Ditto	Ditto	12th October, 1934	Still on Board	.....

Names.	Qualifications, etc.	Date of appointment to the Board.	Date of leaving the Board.	Reasons for leaving the Board.
Mr. G. T. Boeg, C.I.E.	. . . . . I.C.S.	. . . . . 3rd April, 1931	. . . . . 15th May, 1933	. Services replaced at the disposal of th Government of Madras.
Mr. H. R. Batheja	. . . . . M.A., I.E.S., Professor of Economics and Principal, Ravenshaw College, Cuttack.	. . . . . 12th December, 1932	. . . . . 15th May, 1933	. Was appointed for the Sericultural Industry enquiry only.
Ditto	. . . . . Ditto	. . . . . 12th October, 1934	. . . . . Still on Board	. . . . .
Mr. G. Wiles, C.S.I., C.I.E.	. . . . . I.C.S.	. . . . . 2nd September, 1933	. . . . . Still on Board	
Mr. G. A. Natesan	. . . . . Public man of standing. Formerly a member of the Council of State.	. . . . . 7th September, 1933	. . . . . 25th June, 1934	. Was appointed for the Iron and Steel Industry enquiry only.
<i>Special Tariff Board—Cotton Textile Industry Enquiry, 1926-27.</i>				
The Honourable Sir Frank Noyce, K.C.S.I.	. . . . . I.C.S.	. . . . . 14th April, 1926	. . . . . 31st January, 1927.	} This was a duplicate Tariff Board set up for the Cotton Textile Industry enquiry only.
Raja Sir Hari Kishen Kaul	. . . . . Public man of standing	. . . . . 1st July, 1926	. . . . . 21st January, 1927.	
Mr. N. S. Subba Rao	. . . . . M. A, Professor of Economics and Principal, Maharaja's College, Mysore.	. . . . . 1st July, 1926	. . . . . 21st January, 1927.	

Prof. N. G. Ranga: In view of the fact that the Board has been in existence more or less continuously for the last 12 years, do Government propose to make it a permanent organisation?

The Honourable Sir Joseph Bhore: No, Sir; its continuance would just depend upon whether subjects arise which require a reference to the Board.

Prof. N. G. Ranga: In view of the fact that subjects have been arising continuously to keep this Board more or less in permanent existence for the last 12 years, do not the Government of India think that, in the best interests of trade in India, this Board should be made a permanent institution?

The Honourable Sir Joseph Bhore: I am not prepared to subscribe to the view of my Honourable friend. It is a question of personal opinion.

Mr. S. Satyamurti: Have any members of the Board resigned or relinquished their membership before their time?

The Honourable Sir Joseph Bhore: As I said just now, there is no definite time limit, but I have given a statement and all the information that I can gather I have embodied in that statement.

Prof. N. G. Ranga: Is it not a fact that several of the gentlemen who were appointed as members of the Tariff Board did not have anything to do with any of the trades or industries into which they were expected to inquire?

The Honourable Sir Joseph Bhore: That was one of their qualifications, Sir. (Laughter.)

Prof. N. G. Ranga: Is it not a fact that several of these members did not have any other qualification?

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

TENURE OF APPOINTMENT OF THE MEMBERS OF THE TARIFF BOARD.

†480. ***Prof. N. G. Ranga:** (a) Will Government please state if there is any fixed period for which the members of the Tariff Board are usually appointed? If so, what is it? If not, have Government considered the advisability of fixing the minimum and maximum limits of tenure of the members of the Tariff Board?

(b) On what considerations and for what qualifications is one usually selected for the membership of the Tariff Board?

REVIEW BY GOVERNMENT OF THE WORKING OF THE TARIFF BOARD.

481. ***Prof. N. G. Ranga:** (a) Will Government be pleased to state whether the manner in which the Tariff Board has been constituted, its members recruited and its work carried on has been reviewed by Government for any or all the years of its working?

(b) If so, for which years were such reports submitted to Government and what are their remarks for the successive years?

(c) If the reply to part (a) be in the negative, are Government aware of the necessity for reviewing the working of the Board since its inception, and if so, do Government propose to consider the advisability of appointing a Committee of non-officials, representing the Industries and Commerce and Central Legislature to review the methods of enquiry evolved by and the method of recruitment of members of and the trade enquiries carried on by the Tariff Board?

†For answer to this question, see answer to question No. 479.

The Honourable Sir Joseph Bhoré: (a), (b) and (c). The work of the Tariff Board comes under review of Government on each occasion when it presents a report. In the opinion of Government no other method of review is necessary.

AGREEMENT WITH THE GOVERNMENT OF CEYLON REGARDING THE IMPORTS OF COCOANUTS AND COPRA INTO INDIA.

482. *Prof. N. G. Ranga: (a) Will Government be pleased to state if they have concluded any agreement with the Government of Ceylon regarding the Ceylonese imports of cocoanuts and copra into India? If so, what are its terms?

(b) Have the Indian tariff levied on cocoanut imports been reduced in favour of Ceylonese imports? If so, to what extent?

(c) Are Government aware of the fact that after this reduction of our tariff upon cocoanut imports, the Ceylonese cocoanut imports have been increasing phenomenally and that as a consequence of such increased imports, the Malabar and other Indian cocoanut industry has been very badly affected?

The Honourable Sir Joseph Bhoré: (a) The Trade Agreement, concluded at Ottawa in August, 1932, between His Majesty's Government in the United Kingdom and the Government of India, a copy of which is in the Library of the Legislature, provided *inter alia* for the grant of a ten per cent. preference on certain products of the British Colonies. Cocoanuts and copra are included amongst these products and Ceylon is regarded as a British Colony for the purposes of the Agreement. No special and separate agreement has been concluded with the Government of Ceylon.

(b) As a result of the Indian Tariff (Ottawa Trade Agreement) Amendment Act, 1932, the duty on cocoanuts and cocoanut products, which was formerly 25 per cent. *ad valorem*, was altered as follows with effect from the 1st of January, 1933:

			Standard rate	Colonial preferential rate.
Cocoanuts	..	..	30 per cent. <i>ad valorem</i> .	20 per cent. <i>ad valorem</i> .
Copra	..	..	30 per cent. <i>ad valorem</i> .	20 per cent. <i>ad valorem</i> .
Cocoanut oil	..	..	35 per cent. <i>ad valorem</i> .	25 per cent. <i>ad valorem</i> .

The duties have not since been altered.

(c) Government have received representations to that effect.

Prof. N. G. Ranga: Is it a fact that though we have been granting this preference to Ceylon and to Ceylonese products or imports into this country, our imports into that country have not been granted any reciprocal preference?

The Honourable Sir Joseph Bhoré: The matter is under consideration at the present moment, and I am unable to make any very definite pronouncement.

Prof. N. G. Ranga: Is it not a fact that Ceylon has not been granting any preference at all to our imports into that country?

The Honourable Sir Joseph Bhoré: That is very largely true.

Mr. M. Ananthasayanam Ayyangar: How long has it been under consideration?

The Honourable Sir Joseph Bhoze: I think for the last six months or a year.

Mr. S. Satyamurti: With reference to the answer to part (c) of the question, that they have received representations, when do Government propose to take any action in order to prevent this loss to Malabar and other Indian cocoanut industry?

The Honourable Sir Joseph Bhoze: I do not know whether my Honourable friend was in the House the other day when I informed the House that a report had now been received which was drawn up by an *ad hoc* committee which examined this subject, and that that report is now under the consideration of the Imperial Council of Agricultural Research.

Mr. S. Satyamurti: When do Government hope to be able to pass orders thereon?

The Honourable Sir Joseph Bhoze: With the least practicable delay.

Prof. N. G. Ranga: May I know, Sir

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

Prof. N. G. Ranga: There are some more supplementary questions, Sir: we have not had a chance

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

MINIMUM WAGES FIXED BY THE CEYLONESE AUTHORITIES FOR PAYMENT TO INDIAN IMMIGRANT LABOUR.

183. *Prof. N. G. Ranga: Will Government be pleased to state:

- (a) the successive standards of minimum wages fixed by the Ceylonese authorities for the payment of wages to Indian immigrant labour;
- (b) the levels of the retail-price indices at the times when these minimum limits were being fixed; and
- (c) the proportion of the estates in Ceylon which were giving effect to the minimum wages fixed and the number of workers employed on other estates?

Mr. G. S. Bajpai: (a) A statement containing the information required by the Honourable Member is laid on the table of the House.

(b) The Honourable Member is presumably referring to the retail price indices of articles in use by Indian estate labourers. It is regretted that the information is not available. I may, however, inform the Honourable Member that in agreeing to the reduction of wages that took place in February, 1932, the Government of India took into account the fall in prices that had occurred since 1929, when minimum wage rates were fixed. Since November, 1934, these rates have been restored to the 1932 level and, if the issue price of rice be taken into account, are now practically equal to the 1929 rates.

(c) The minimum rates of wages are, by law, applicable to all estates employing Indian labour.

Statement showing the successive rates of minimum wages fixed for Indian estate labourers in Ceylon.

1	2	4			5			6				
		Up-country areas.			Low-Country areas.							
Serial No.	Date of introduction or revision.	Men.	Women.	Children.	Men.	Women.	Children.	Maximum price at which rice may be issued to the labourers per bushel.				
		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.					
1	1st January, 1929	54	43	32	52	41	31	50	40	30	6	40
2	1st February, 1932	49	39	29	13	35	25	41	33	24	4	80
3	10th May, 1933	41	33	25	37	30	21	35	28	20	4	00
4	16th November 1934	49	39	29	43	35	25	41	33	24	4	80

Prof. N. G. Ranga: Is there any machinery to see that this particular law is enforced and that benefit is given to the plantation labourers in all the plantations in Ceylon?

Mr. G. S. Bajpai: Yes; for the purpose of fixing minimum wages, there are district boards and there is a central wage board; as regards the enforcing of the decision of these boards, there is the Controller of Labour and his subordinates.

Prof. N. G. Ranga: Are the Government of India aware that in many of the outlying estates even today this particular law is being evaded and a good many workers are not getting the benefit of these minimum wages?

Mr. G. S. Bajpai: No: I am not aware of that: and I should think that it was highly unlikely that, if this were the case, the Agent of the Government of India in Ceylon, one of whose main duties is to tour the estates, would not have had his attention drawn to the fact.

Prof. N. G. Ranga: In view of the fact that there have been some allegations made to this effect in the Press, will the Honourable Member be pleased to make a reference to the Controller of Indian Labour in Ceylon to ascertain the position?

Mr. G. S. Bajpai: If the Honourable Member will be so good as to pass on to me the statement upon which he bases this information, I shall be very glad to refer it to the Agent for inquiry.

INDIAN IMMIGRANT LABOUR EMPLOYED ON THE CEYLONESE ESTATES.

484. ***Prof. N. G. Ranga:** (a) Will Government state:

- (i) the total number of Indian immigrant labour employed on the Ceylonese estates;
- (ii) the annual increase or decrease in their numbers during the last ten years;
- (iii) the total number of Indians employed in all other occupations;
- (iv) how many of them have made Ceylon their home; and
- (v) the political rights or disabilities of those Indians who are domiciled in Ceylon?

(b) Will Government be pleased to state if they are negotiating with the Government of Ceylon for a more favourable trade agreement? If so, what stage has been reached by such negotiations, and do Government propose to consult the growers of coconuts and other products of this country which are likely to be interested?

(c) Do Government propose to press upon the attention of the Government of Ceylon the necessity and advantage of Ceylon purchasing more of Indian rice and paddy in preference to imports from elsewhere and respecting the commercial and industrial interests and rights of the Indians in Ceylon?

Mr. G. S. Bajpai: (a) (i) Approximately 654,500 on the 1st June, 1934.

(ii) The information desired by the Honourable Member is contained in the Annual Reports of the Agent of the Government of India in Ceylon, copies of which will be found in the Library of the House.

(iii) and (iv). Government have no information.

(v) I would refer the Honourable Member to the answer given to Mr. Abdul Matin Chaudhury's question No. 1, on the 5th February and to connected supplementaries.

(b) and (c). I would refer the Honourable Member to the answer which was given by the Honourable the Commerce Member in reply to his supplementary question. The Report submitted by Dr. J. S. Patel as a result of his inquiry into the conditions of the cocconut growing and cocconut products industries in India was recently considered by an *ad hoc* committee appointed by the Imperial Council of Agricultural Research. This report is at present under consideration by the Government of India.

Prof. N. G. Ranga: Will the Government of India be pleased to publish the report of Mr. Patel?

Mr. G. S. Bajpai: I answered a question on that subject some time ago and said that, as soon as consideration of the matter was complete, the report will be published, perhaps.

Mr. Sami Vencatachelam Ohetty: Have Government any information as regards the extent or value of cocconut plantations held by Indians in Ceylon?

Mr. G. S. Bajpai: The inquiry has been in regard to plantations and production in India and not as regards plantations and production in Ceylon.

Mr. Sami Vencatachelam Ohetty: Are Government aware that there are several Indians who have got plantations in Ceylon?

Mr. G. S. Bajpai: That may be; but I submit it does not arise out of this question which makes an inquiry regarding cocconut production in India.

Prof. N. G. Ranga: Will the Honourable Member be prepared to consider the suggestion that the reports of his Controller of Indian Immigration in Ceylon should be circulated amongst Members of the Assembly?

Mr. G. S. Bajpai: I think my Honourable friend refers to the report of the Agent of the Government of India in Ceylon, because of the report of the Controller in Ceylon we get only a few copies: I will certainly consider that suggestion.

CONSTRUCTION OF AN AERODROME IN THE CUDDAPAH DISTRICT OF THE MADRAS PRESIDENCY.

485. ***Prof. N. G. Ranga:** (a) Will Government be pleased to state if they contemplate constructing an aerodrome in Cuddapah District of the Madras Presidency? If so, in what part of it?

- (b) What amount of money is proposed to be spent on it?
 (c) What will be the capacity of that aerodrome?

The Honourable Sir Frank Noyce: (a) Yes. About four miles from Cuddapah on the Cuddapah-Kamalapuram Road.

(b) Rs. 8,500.

(c) It will be an emergency landing ground, available for use by all types of aircraft.

BROADCASTING SCHEME OF THE GOVERNMENT OF INDIA.

486. ***Prof. N. G. Ranga:** Will Government be pleased to state if they are aware that the broadcasting schemes of Madras and Bengal Governments have been held up owing to the central scheme not being ready? If so, at what stage is the scheme of the Government of India and when is it expected to be completed?

The Honourable Sir Frank Noyce: The Government of India are in correspondence with the Government of Madras regarding a scheme for broadcasting in that Presidency but no general scheme for broadcasting in Bengal has been forwarded to the Government of India by the Bengal Government. The Government of India hope to make an announcement in the near future regarding the development of broadcasting in India.

ADVISABILITY OF UTILISING BROADCASTING FOR EDUCATIONAL PURPOSES.

487. ***Prof. N. G. Ranga:** (a) Have Government considered the advisability of utilising the broadcasting for educational purposes, especially among the illiterate masses living in villages? If so, do Government propose to consider the advisability of constructing and developing separate broadcasting zones for the linguistic areas?

(b) Have Government considered the necessity of making the broadcasting a state enterprise, free from all politics, even that of Government?

The Honourable Sir Frank Noyce: The Government of India are now giving careful consideration to the general question of the development of broadcasting in India as a whole including the points mentioned by the Honourable Member.

Prof. N. G. Ranga: Are the Government of India considering the possibility of developing this as a State concern?

The Honourable Sir Frank Noyce: I am sorry my Honourable friend seems to be under a misapprehension. Broadcasting in India is a State concern. The Indian Broadcasting Service is an Indian State Broadcasting Service and the whole of the staff from top to bottom consists of Government servants.

Mr. B. Das: Will politicians be allowed to utilise broadcasting for the next election?

(No answer.)

PROSCRIPTION OF MR. SUBHAS CHANDRA BOSE'S BOOK "THE INDIAN STRUGGLE".

488. *Pandit Nilakantha Das: (a) Will Government be pleased to state the reasons that led the Government to take the drastic step they have taken in proscribing Sriji Subhas Bose's book "The Indian Struggle, 1920—34", published by Wishart & Co., 9, John Street, London W.C. 2, England?

(b) Are Government aware that there is a strong belief in the country that the book has been proscribed as a measure of harassment and not for any other reason?

(c) Are Government prepared to arrange to make the book privately available to the Members of this House for a reasonable fixed period so as to enable them to judge the validity of the Government's contentions?

The Honourable Sir Henry Craik: (a) The Government of India after careful examination of the book entitled "The Indian Struggle" by Mr. S. C. Bose were satisfied that it was undesirable to permit its importation into India and, therefore, as has been done in other cases, they issued the necessary notification under the Sea Customs Act. Their reasons for this opinion were, as stated by the Secretary of State in the House of Commons, that the book tended generally to encourage terrorism or direct action.

(b) Government are not aware that there is any such feeling; the reply which I have already given shows that the suggestion is without foundation.

(c) No.

Mr. S. Satyamurti: Have the Government of India read this book?

The Honourable Sir Henry Craik: Yes, Sir.

Mr. S. Satyamurti: Which of them?

The Honourable Sir Henry Craik: I am not going into details.

Mr. S. Satyamurti: Will Government give us the passages or the evidence on which they held that this book was a direct incitement to terrorism?

The Honourable Sir Henry Craik: No, Sir, I am not prepared to do that.

Mr. Sami Vencatachalam Chetty: Have the Government of India read the review of this book which recently appeared in the *Manchester Guardian* by Mr. J. P. Gwynne, an I.C.S. officer?

The Honourable Sir Henry Craik: No, Sir, I have not read it.

Mr. Sami Vencatachalam Chetty: Will the Honourable Member be pleased to read it for his own elucidation?

Mr. President (The Honourable Sir Abdur Rahim): Order, order. That is not a supplementary question.

REVISED SCALES OF PAY FOR SUBORDINATES ON THE NORTH WESTERN RAILWAY.

480. *Mr. Fakir Chand: (a) Will Government be pleased to state whether it is a fact that orders regarding the enforcement of the revised scales of pay for subordinates appointed on the North Western Railway after the 15th July, 1931, but before the 1st August, 1934, were circulated in the Agent's letter No. 561-E./67, of the 17th September, 1934.

(b) Is it a fact that there is some staff that was temporarily appointed on the North Western Railway after the 15th July, 1931, but before the date of the introduction of the new scales of pay, that is, 1st August, 1934, and that no specific warning was given either at the time of appointment or at the time of the filling in of the Agreement Form No. WM-87 (Revised) to the effect that they will be brought under any new scales of pay, then proposed to be introduced, at any time later?

(c) Is it a fact that there is certain staff who were temporarily appointed before the 15th July, 1931, and were given no warning similar to that given to the staff referred to in part (b)?

(d) Is it a fact that the staff as referred to in part (c) have been given the benefit of the old scales of pay, whereas the staff referred to in part (b) have been placed on the new scales of pay?

(e) If the replies to parts (a), (b), (c) and (d) be in the affirmative, will Government please state the reason for this differentiation?

(f) Is it a fact that there were certain staff appointed after the 15th July, 1931, but before the date of the introduction of the new scales of pay, who were distinguished from the staff mentioned in part (b) inasmuch as the former were specifically warned in writing at the time of their appointment that they would be brought under the new scales of pay when introduced?

(g) If the replies to parts (a), (b) and (f), be in the affirmative, will Government please further state whether the staff referred to in part (b) have been brought under the new scales of pay, according to the letter mentioned in part (a), and have thus been bracketted with those who were given a definite warning to the effect that they shall be brought under the new scales of pay? If so, why?

(h) Is it a fact that the Agent, Eastern Bengal Railway, has by his addenda and corrigenda of the 21st September, 1934, to his letter No. 80-E./28, of the 10th September, 1934, allowed such staff as were appointed after the 15th July, 1931, but before the date of introduction of the new scales of pay and were given no warning in writing at the time of the appointment, to enjoy the old scales of pay, and has thus exempted his staff similar in status to that of the North Western Railway mentioned in part (b) from the operation of the new scales of pay?

(i) If the reply to part (h) be in the affirmative, will Government please state the reason for differentiation between the policies of the two sister State-managed Railways?

(j) Do Government propose to do away with the differentiation by issuing clear instructions to the Agent, North Western Railway, to allow such staff, as were not warned in writing at the time of the appointment to the effect that they shall be brought under the new scales of pay, to enjoy the old scales of pay? If so, when?

Mr. P. R. Rau: (a) Yes.

(b) to (g). Government have no information on the specific cases mentioned, but they have issued certain general orders regarding the principles that should be followed in these cases for the guidance of the various State-managed Railways. A copy of the orders will be found in the Library of the House. Briefly stated the orders proceed on the principle that persons appointed after the 15th July, 1931, when originally orders were issued that no permanent appointments should be made for the time being, should come under the new scales of pay unless they were engaged under an agreement which entitled them to a specific scale of pay and did not provide for a revision thereof. The order also exempts persons who entered service before the 15th July, 1931, on probation or as the result of a competitive examination or by a Selection Board or Committee held before that date if they were not specifically warned that they were liable to come under the new scales of pay. These orders, however, do not apply to retrenched persons borne on a waiting list who have been, or may be, re-appointed after the 15th July, 1931, but before the 1st April, 1936; they will on reappointment be entitled to the old scales of pay if they had been originally appointed before the 15th July, 1931.

(h) to (j). Government are enquiring into the allegation that the two railway administrations referred to have interpreted the orders of Government differently, and will issue further instructions, if necessary.

Dr. Ziauddin Ahmad: I am sorry I did not exactly catch what the Honourable Member said. Did he say that the persons who were employed before this date on temporary posts would continue to draw the old scales of pay?

Mr. P. R. Rau: Sir, the explanation is a bit long. If my friend will kindly refer to the orders, a copy of which is in the Library of the House, I think all his difficulties will be solved.

PUBLIC HOLIDAYS FOR THE TELEGRAPH BRANCH.

490. ***Mr. Fakir Chand:** Are Government aware that in the Telegraph Branch of the Posts and Telegraphs Department, the staff is not even allowed holidays for important festivals and religious days like Dewali and Dussehra? If so, are Government prepared to declare these public holidays for Telegraph staff as is done in Post Office and other Departments?

The Honourable Sir Frank Noyce: The attention of the Honourable Member is invited to the reply given by me to Mr. Sitakanta Mahapatra's starred question No. 370 in this House on the 6th March, 1934.

Mr. S. Satyamurti: What was the answer, Sir?

The Honourable Sir Frank Noyce: The answer was, I think, that Government were not prepared to increase the number of holidays in the Posts and Telegraphs Department as that would involve dislocation of public business.

Mr. M. Ananthasayanam Ayyangar: What is the number of Christians, what is the number of Hindus and other communities employed in the Posts and Telegraphs Department?

The Honourable Sir Frank Noyce: I should require notice of that question.

HILL ALLOWANCE FOR POSTAL OFFICIALS AT DHARAMSALA AND KULU VALLEY.

491. ***Mr. Fakir Chand:** (a) Are Government aware that the Government officials of different departments, such as Police, Forest and Education, get hill allowance at Dharamsala and Kulu Valley at the rate of two annas per rupee of their pay?

(b) If the reply to part (a) be in the affirmative, are Government prepared to see their way to grant similar allowance to Post Office officials at these stations?

The Honourable Sir Frank Noyce: (a) Yes, subject to certain limits.

(b) The reply is in the negative. Government consider that the rates of pay drawn by the Post Office staff in the localities referred to by the Honourable Member do not compare unfavourably with the pay *plus* hill allowances drawn by the Local Government staff of corresponding status and that there is, therefore, no case for the grant of the allowances suggested.

COMMUNAL COMPOSITION OF TELEPHONE INSPECTORS AND OPERATORS IN THE RAWALPINDI TELEGRAPH ENGINEERING DIVISION.

492. ***Mr. Fakir Chand:** (a) Will Government please lay on the table a statement showing communal composition of the staff of Telephone Inspectors and Telephone Operators employed in the Rawalpindi Telegraph Engineering Division?

(b) Is it a fact that there is an overwhelming majority of the Muslims among the said staff, and if so, do Government propose to take steps to remove the communal inequality?

The Honourable Sir Frank Noyce: (a) A statement is laid on the table.

(b) It is a fact that Muslims are in the majority in these posts but this is the result of recruitment over a number of years and Government are not prepared to go farther than to see that their orders regarding the adjustment of communal inequalities in the recruitment of staff, as in force from time to time, are carefully observed.

Statement.

	Hindus.	Muslims.	Sikhs.	Christians.	Total.
Telephone Inspectors . . .	4		..	..	9
Telephone Operators . . .	23	54	5	3	

TRANSIT TIME ALLOWED TO RESERVE CLERKS IN THE POSTAL DEPARTMENT ON THEIR TRANSFER.

493. *Mr. Fakir Chand: (a) Is it a fact that reserve clerks in the Postal Department are allowed only transit time on the occasion of their transfer from one station to another, and are Government aware that this causes them great inconvenience and loss in breaking house at one station and establishing it at another within a short space of one or two days' time at the most?

(b) If the reply to part (a) be in the affirmative, are Government prepared to order that this class of Government servants be allowed at least four days' joining time except in cases of emergency?

The Honourable Sir Frank Noyce: (a) The fact is not as stated by the Honourable Member. Except in cases of emergency, joining time in addition to the transit time is allowed according to the circumstances of each case, subject to the usual maximum limit.

(b) Does not arise in view of the reply given to part (a).

RECRUITMENT IN THE POSTS AND TELEGRAPHS DEPARTMENT.

494. *Mr. Fakir Chand: (a) Is it a fact that in the Posts and Telegraphs Department recruitment is confined to Revenue Divisions with the result that an official of one Revenue Division has no chance of recruitment in another Revenue Division?

(b) If the reply to part (a) be in the affirmative, are Government aware that owing to the restriction imposed, great difficulty is experienced by the sons of deceased, retrenched and living employees of the Department in securing service in the Post Office or Telegraph Office?

(c) Are Government prepared to consider the advisability of removing the restriction of Revenue Division and ordering that Heads of Circles should keep lists of sons of Departmental employees as well as a list of vacancies in each division and order their employment from time to time?

The Honourable Sir Frank Noyce: (a) Recruitment to the subordinate services in the Posts and Telegraphs Department is ordinarily confined to candidates who belong to or are domiciled in the revenue divisions in which vacancies occur. Heads of Circles have, however, been authorised to depart from this rule at their discretion if local conditions render this necessary and, in particular, have been instructed to treat with considerable liberality the applications of dependants of postal officials for employment in the same place in which the officials themselves are or were employed, provided such candidates belong to or are domiciled in the postal circle in which they seek employment.

(b) As explained above, special provision has been made for dealing liberally with the cases of the dependants of postal employees and in consequence Government have no reason to believe that the facts are as stated by the Honourable Member.

(c) In view of the reply to parts (a) and (b) above Government do not consider it necessary to adopt the Honourable Member's suggestion.

BAN ON PERMANENT PROMOTIONS IN THE POSTS AND TELEGRAPHS DEPARTMENT.

495. *Mr. Fakir Chand: (a) Are Government aware that:

- (i) as a result of the ban on permanent promotions imposed since July 1981 a large number of officials in the Posts and Telegraphs Department have been promoted from Time Scale of pay to Selection Grade in officiating capacity against substantively vacant appointments;
- (ii) and that consequently such officials whenever proceeding on leave are considered as having reverted to the Time Scale of pay and their leave period has the effect of postponing their future increments in the Selection Grade?

(b) Are Government prepared to order the removal of the ban and their confirmation?

The Honourable Sir Frank Noyce: (a) (i) and (ii). The reply is in the affirmative.

(b) The question of the removal of the ban against confirmation is under consideration and it is hoped that orders on the subject will be issued shortly.

MARKETING OFFICE, IMPERIAL COUNCIL OF AGRICULTURAL RESEARCH.

496. *Mr. Muhammad Nauman: (a) Will Government be pleased to state when the new Marketing Office, Imperial Council of Agricultural Research, was started?

(b) What is the total staff, executive and ministerial, according to grades, and the pay of each grade?

(c) Will Government be pleased to state the names of the persons appointed in the senior and junior grade of the executive staff?

(d) Is it a fact that in the ministerial staff some men have been appointed in the lowest grade after an examination of their knowledge of shorthand?

(e) How many men sat for this examination and how many were selected?

(f) Is it a fact that these vacancies were not advertised?

(g) Is it a fact that one of the selected persons has been brought from Karachi? If so, why?

(h) Is it a fact that other persons who have been selected have been detailed in the office of the Imperial Council of Agricultural Research?

(i) Has the man brought from Karachi been made to supersede others appointed by selection?

Mr. G. S. Bajpai: (a) 1st January, 1985.

(b) and (c). A statement is laid on the table.

(d) Yes.

(e) Five sat for the examination and three were selected.

(f) Yes.

(g) Yes. He was selected for another post requiring experience of compilation work, which he had been doing during his previous service of about four years under the Imperial Council of Agricultural Research at Karachi.

(h) Of the three candidates who were selected by examination one who stood first was transferred to the Office of Agricultural Marketing Adviser immediately and would be regarded as senior to the others. The other two were detained in the office of the Imperial Council of Agricultural Research for some time with the concurrence of the Agricultural Marketing Adviser as their services were not immediately required.

(i) He is second in the order of seniority which is based on the date of joining.

Statement of total staff, Executive and Ministerial, according to Grades and Pay of each Grade and the names of the Executive Officers, Marketing Office.

Name of officer and the post held by him.	Grade of pay.
<i>Executive Officers total 19 as below.</i>	
	Rs.
1. Major A. M. Livingstone, Agricultural Marketing Adviser to the Government of India	2,500—125—2,750 plus £13-6-8.
2. Mr. A. M. Thomson, Senior Marketing Officer	900—50—1,200.
3. Mr. C. B. Samuel, Senior Marketing Officer	Do.
4. Mr. H. C. Javaraya, Senior Marketing Officer	Do.
5. Mr. Tukaram Gopal Shirname, Marketing Officer	600—30—900.
6. Mr. B. P. Bhargava, Marketing Officer	Do.
7. Mr. Dara Nusserwanji Khurody, Marketing Officer	Do.
8. Mr. S. C. Chakaraverti, Assistant Marketing Officer	200—20—500.
9. Mr. E. M. Bee, Assistant Marketing Officer	Do.
10. Mr. S. K. Desai, Assistant Marketing Officer	Do.
11. Mr. P. L. Tandon, Assistant Marketing Officer	Do.
12. Mr. Triyugi Prasad, Assistant Marketing Officer	Do.
13. Mr. Hukmat Khan, Assistant Marketing Officer	Do.
14. Mr. K. Gopalan, Assistant Marketing Officer	Do.
15. Mr. S. Farzand Ali Shah, Assistant Marketing Officer	Do.
16. Mr. Nurul Islam, Assistant Marketing Officer	Do.
17. Mr. K. C. Chetty, Assistant Marketing Officer	Do.
18. Mr. Yashwantlal Triambaklal Desai, Assistant Marketing Officer	Do.
19. Mr. Fazal Haq, Assistant Marketing Officer	Do.
<hr/>	
<i>Ministerial staff total 17 officers as below.</i>	
1 Superintendent	450—20—550.
3 Assistants	140—10—310—15—400 (two for a period of 3 years on Rs. 200—15—500).
3 Second Division clerks	80—4—120—5—200 plus (in the case of cashier a special pay of Rs. 20 per mensem).
3 Stenographers	125—5—180—10—300.
7 Third Division clerks	60—2—80—3—125. (A special shorthand allowance of Rs. 15—5/2—20 for 5 Third Division clerks.)
<hr/>	
17	
<hr/>	
36 Total	
<hr/>	

Mr. Muhammad Nauman: Will the Honourable Member please state if it is a fact that the Department did not advertise these posts?

Mr. G. S. Bajpai: In so far as permanent posts are concerned, the usual practice is to draw upon the list of approved candidates which the Public Service Commission supply. As regards temporary posts, it is not usual to advertise them.

COMMUNAL COMPOSITION OF GAZETTED AND NON-GAZETTED STAFF IN THE GOVERNMENT OF INDIA OFFICES.

497. *Mr. Muhammad Nauman: (a) Will Government be pleased to state the total number of (i) gazetted officers (including Superintendents), (ii) Stenographers and Assistants, and (iii) clerks, in the Government of India Secretariat and attached offices by communities?

(b) Will Government please state the number of staff by classes and communities recruited in those offices from the 4th July, 1934 to date, the figures of temporary and permanent recruitment being shown separately?

(c) Will Government be pleased to state the total number of permanent and temporary subordinates at present working in the Government of India Secretariat and attached offices, who have not passed the Public Service Commission Examination and also the number of qualified Muslims who have not been able to secure employment?

The Honourable Sir Heary Craik: (a) I would refer the Honourable Member to the reply given to unstarred question No. 27 on the 31st July, 1934, and to starred question No. 29 on the 5th February, 1935. The statements relating to 1933 are available in the Library of the House.

(b) and (c). The information is being collected and will be laid on the table in due course. With regard to the second portion of part (c) of the question, I may inform the Honourable Member that as the examinations now held for the Ministerial Service are competitive, the question of declaring candidates as qualified does not arise.

COMMUNAL REPRESENTATION IN THE SUBORDINATE SERVICES AND IN THE ACCOUNTS AND AUDIT DEPARTMENT, BIHAR AND ORISSA.

498. *Mr. Muhammad Nauman: (a) Is it a fact that as a result of their recent Resolution on the communal representation in the subordinate services, the Government of India under their rule-making power have asked for opinions from the heads of Departments subordinate to them for fixation of the Muslim representation in the various offices of the different provinces?

(b) Will Government be pleased to state whether in inviting the opinions they laid down the criteria on which the percentage should be based?

(c) Will Government be pleased to lay on the table a statement showing such representation as has been suggested or fixed for the various offices of the Central Government in each province separately?

(d) Will Government be pleased to lay on the table a statement showing the communal representation in the Accounts and Audit Department of Bihar and Orissa, in the following form :

	Total strength of establishment (Permanent).	Total strength of establishment (Temporary).
I—Number of appointments held by :		
(i) Bengalees (domiciled) . . .		
(ii) Bengalees (non-domiciled) . . .		
(iii) Beharee (Hindus)		
(iv) Oriyas		
(v) Beharee Muslims		
(vi) Bengalee Muslims		
(vii) Christians?		

The Honourable Sir Henry Craik: (a) and (b). Yes. In consultation with the Heads of Departments concerned, Government are preparing schemes for locally recruited services in accordance with the principles laid down in section IV of the Resolution.

(c) Government are not yet in a position to lay any statement on the table.

(d) A statement showing the communal representation in the office of the Accountant-General, Bihar and Orissa, on the 15th February, 1935, is laid on the table.

Statement.

	Total strength of establishment including Local Audit Department.	Total strength of establishment including Local Audit Department.
	(Permanent).	(Temporary).
	239	19
1. Number of appointments held by--		
(i) Bengalees (domiciled) —(Hindus)	23	1
(ii) Bengalees (Non-domiciled)	163(A)	1
(iii) Beharee (Hindus)	15	4
(iv) Oriyas	4	4
(v) Beharee Muslims	13	7
(vi) Bengalee Muslims	9(B)	1(C)
(vii) Christians (of Chota Nagpur)	7	1
U. P. (Hindu)	1	..
Indore State (Hindu)	1	..
Madrasis	3	..
Total	239	19

(A) Includes 49 of the clerks who were transferred to the office from Bengal on its formation in 1912.

(B) Includes Ditto.

(C) Domiciled in Bihar and Orissa.

Sardar Sant Singh: May I know if in preparing this table any representations have been called for from other communities than Muslims?

The Honourable Sir Henry Craik: The statement, I think, is merely a statement of facts showing the people employed on a certain date.

Sardar Sant Singh: No, no, I refer to part (a) of the question, and I understood the Honourable Member to say that Government were considering the rules. May I know if in the consideration of this matter any representation has been called for from the Sikh community?

The Honourable Sir Henry Craik: What I said, Sir, was that Government are preparing schemes for locally recruited services in accordance with the principles laid down in section IV of the Resolution, that is, the Resolution of July, 1934.

Sardar Sant Singh: May I know whether in preparing those schemes 8½ per cent. is reserved for minorities?

The Honourable Sir Henry Craik: 33½? Yes.

Sardar Sant Singh: Are the claims of the Sikh community being considered?

The Honourable Sir Henry Craik: The Honourable Member had better study part (4) of the Resolution. I do not think the Sikh community are mentioned.

Sardar Sant Singh: I know they are not mentioned. What I am asking the Honourable Member is whether the 8½ per cent. reserved for other minorities includes or does not include the Sikhs?

The Honourable Sir Henry Craik: It does include the Sikhs.

Sardar Sant Singh: If it does include, what is the percentage to be fixed for the Sikhs in the scheme that is under preparation?

The Honourable Sir Henry Craik: No particular percentage is fixed.

Lieut.-Colonel Sir Henry Gidney: Is it not a fact that the 8½ per cent. embraces all minority communities and no specific percentage is allotted for any particular minority?

The Honourable Sir Henry Craik: That is correct.

Dr. Ziauddin Ahmad: Will the Honourable Member collect facts from the head of the P. W. D. at Delhi as well?

The Honourable Sir Henry Craik: I imagine that they will be collected. Yes.

Mr. S. Satyamurti: Is there any proportion fixed for efficient and honest public service apart from minorities?

(No answer.)

COMMUNAL INEQUALITY IN THE ACCOUNTS AND AUDIT DEPARTMENT,
BIHAR AND ORISSA.

499. *Mr. Muhammad Nauman: (a) Will Government be pleased to state whether they propose to take steps to make up the communal inequality in the Accounts and Audit Department of Bihar and Orissa?

(b) Will Government be pleased to state whether according to their instructions issued in 1926, one-third of the appointments in that office have been given to the members of the minority community?

(c) If the answer to part (b) be in the affirmative, will Government be pleased to lay on the table a statement showing the appointments of the minority community between 1926 and 1954?

(d) If the answer to part (b) be in the negative, will Government be pleased to state the reasons why their instructions were not strictly followed?

(e) Is it a fact that vacancies in the Accounts and Audit Department in Bihar and Orissa have so far never been advertised in the provincial gazette or in the local newspapers?

(f) Will Government be pleased to state the procedure of selection of men in that office?

(g) Is it a fact that a percentage of ten only has been fixed for Muslims in that office under the recent Resolution of the Government of India?

(h) Will Government be pleased to state the basis on which the percentage has been fixed or suggested?

(i) Will Government be pleased to state whether the Government of Bihar and Orissa have fixed any percentage for Muslims for services under their administrative control?

(j) Do Government propose to consult the Bihar and Orissa Government before finally fixing a percentage for Muslims for subordinate services of the Central Government in the province of Bihar and Orissa?

(k) Will Government be pleased to state whether the local Governments are consulted before fixing the percentage in the Accounts and Audit Department?

The Honourable Sir James Grigg: (a) Government propose to apply the decisions regarding communal recruitment which were published in their Resolution dated the 4th of July, 1954.

(b) The instructions issued in 1926 merely stated that one-third of all permanent vacancies should be reserved for the redress of communal inequalities and it was left to the discretion of Heads of Departments and Officers to decide whether the whole of the vacancies in the reserved third should actually be filled by members of the minority communities or not.

(c) and (d). A statement is laid on the table.

(e) The information is being obtained and will be communicated later.

(f) Selection is made either on the basis of an entrance examination or by a selection board duly constituted in the office.

(g) to (k). I have nothing to add to the statement made by my Honourable colleague in reply to parts (a) to (c) of the immediately preceding question. So far as the Government of India are aware, the Local Govern

ment have not fixed any percentage for the recruitment of Moslems for services under their administrative control.

Year.	Total number of permanent appointments made in the office of the Accountant General, Bihar and Orissa, during the year.	Number of appointments in the previous column filled by		
		Hindus.	Muham- madans.	Indian Christians.
From February 1926 to the end of—				
1927	26	25	1	..
1928	15	5	7	3
1929	10	5	3	2
1930	4	3	1	..
1931 . . . . .				..
1932	14	11	2	1
1933	1	1	..	..
1934	1	1	..	..
Total	71	51	14	6

SERVICE CONDITIONS OF EMPLOYEES WORKING ON THE EAST INDIAN RAILWAY AFTER ITS BEING TAKEN OVER BY THE STATE.

500. *Pandit Nilakantha Das: (a) Is it a fact that, prior to the Government of India taking over the management of the East Indian Railway from the Company, the Railway Board directed the Agent, East Indian Railway, to offer the Company's employees service under Government from the 1st January, 1925, in accordance with certain conditions laid down in a Memorandum?

(b) Is it also a fact that the conditions in the Memorandum referred only to pay, allowances, provident fund, gratuity, leave, passes, medical attendance, uniform, and school fees?

(c) If the answers to parts (a) and (b) be in the affirmative, will Government please state whether, for purposes of general working and discipline, the employees taken over from the Company were governed by all general rules and regulations of Government service?

(d) If the answer to part (c) be in the affirmative, will Government please quote the rules relating to the procedure in cases of dismissal, removal, or reduction that were in force when the East Indian Railway was taken over by Government in 1925?

(e) Will Government please state when powers to dismiss or discharge employees were delegated to the Agent, East Indian Railway?

Mr. P. B. Ran: (a) and (b). Yes.

(c) If my Honourable friend refers to the period before the East Indian Railway was taken over by the State, the answer is in the negative.

(d) I am placing in the Library of the House the rules relating to such procedure contained in the handbook of general rules and regulations of the old East Indian Railway.

(e) Such powers must have been delegated to the Agent by the Board of Directors of the Company before the management was taken over by the State and they have been continued afterwards.

RENT OFFICER OF THE CENTRAL PUBLIC WORKS DEPARTMENT.

501. *Mr. Muhammad Anwar-ul-Azim: (a) Is it a fact that the post of Rent Officer was created in the office of the Central Public Works Department in February 1932?

(b) Is it a fact that the said post was decided to be filled up by an S. A. S.?

(c) Is it a fact that the S. A. S. deputed to fill up the post on its creation had to revert on the grounds of his inefficiency, and that a non-S. A. S. of the Central Public Works Department replaced him, although there were two qualified S. A. S.'s available in the department for the purposes? If so, why?

(d) If the reply to part (c) above be in the affirmative, will Government please state the particulars of the non-S. A. S. who was appointed, as also of the two S. A. S. whose claims were not considered?

(e) What action, if any, do Government propose to take to undo the wrong caused by such unjustified supersessions?

(f) Is it a fact that by providing one of the two S. A. S. already in the department as Rent Officer, there could have been appreciable savings in the expenditure?

The Honourable Sir Frank Noyce: (a) Yes.

(b) There were no definite orders to this effect, but it was eventually decided to recruit a junior officer belonging to the Subordinate Accounts Service possessing experience in Public Works Accounts.

(c) Yes, but the Subordinate referred to was appointed only in an officiating capacity, until a permanent incumbent could be recruited.

(d) The late Mr. Nanak Chand, Superintendent, who was appointed temporarily to the post of Rent Officer, had rendered 18 years' service in the Public Works Department and had also considerable experience as a Superintendent in the late Central Accounts Office.

Messrs. M. L. Gupta and A. R. Kermani, the two persons who have passed the Subordinate Accounts Service examination, have served in the Central Public Works Department for 15 and 12 years, respectively, but have never held the post of a Superintendent in the Accounts Office or in the Central Public Works Department.

(e) None. There has been no unjustified supersession.

(f) No.

ASSISTANT SUPERINTENDENTS IN THE RENT SECTION OF THE CENTRAL PUBLIC WORKS DEPARTMENT.

502. *Mr. Muhammad Anwar-ul-Asim: (a) Is it a fact that there are three appointments of Assistant Superintendents in Rent Section of the Central Public Works Department?

(b) Will Government please state the names and particulars of the three incumbents of the posts referred to in part (a) above strictly according to seniority?

(c) Is it a fact that special pay is attached to two out of three appointments referred to in part (a) above?

(d) Will Government please state the particulars of the Assistant Superintendents who are at present in receipt of special pay, and whether seniority has been observed in allowing the special pay being drawn?

The Honourable Sir Frank Noyce: (a) and (b). No. There are only two Assistant Superintendents in the Rent Section, whose names and service are as follows:

(1) Mr Malawa Ram—	
Total service in the Department	.. 17 years and 4 months.
(2) Mr. M. L. Gupta—	
Total service in the Department	.. 13 years.

(c) A special pay of Rs. 20 per mensem each is attached to the two posts.

(d) I have given the information asked for in the first part of this question. As to the second part, seniority is duly considered in making such appointments, but merit must be the deciding factor and the two men named above were considered best fitted to work as Assistant Superintendents in the Rent Section.

OFFICIALS REPLACED BY OTHERS IN THE RENT SECTION OF THE CENTRAL PUBLIC WORKS DEPARTMENT.

503. *Mr. Muhammad Anwar-ul-Asim: (a) Will Government please state the particulars, with length of service, of the officials who have been replaced by others in the Rent Section of the Central Public Works Department since the assumption of the charge by the new Rent Officer?

(b) Will Government please state the particulars, with length of service, and the period of previous experience in the Rent Section, of other officials who replaced the old officials, *vide* part (a) above?

The Honourable Sir Frank Noyce: (a) and (b). I regret that I am not prepared to furnish the information asked for by the Honourable Member. Clerks cannot claim to remain in particular sections of an office, and interchanges are occasionally desirable for administrative reasons whether a clerk's work is good or bad.

CONSTRUCTION OF THE SIND-BOMBAY RAILWAY.

504. *Mr. Lalchand Navalrai: (a) Will Government please state since how long the question of the construction of Sind-Bombay Railway has been under consideration, and how long do Government propose to take to finally decide the matter?

(b) How many surveys of the line, as well as of traffic, have been taken in the past and with what result?

(c) Was a special Traffic Officer deputed last year to undertake a fresh Traffic Survey? If so, what is his report? Are Government prepared to publish it for the information of the public and the bodies concerned?

(d) Is it not a fact that the public and mercantile interests in Karachi and Sind have asked for early construction of the Railway?

(e) Is it not a fact that since the question of construction of this Railway was first taken into consideration, Government have started several new Capital works, some of which have been less remunerative than the proposed line in question was expected to be?

(f) If the replies to parts (d), (e) and (f) above be in the affirmative, what has prevented Government from taking the construction of this line in hand?

(g) Have Government considered that with the advent of Sukkur Barrage Scheme the produce has increased and will further increase and for its disposal new outlets will be necessary and therefore such a Railway will be an essential factor?

(h) Is it a fact that late last year, the question of the construction of the proposed Sind-Bombay Railway was referred to the Bombay, Baroda and Central India Railway Administration for report? If so, has this report been received? If so, do Government propose to publish it?

(i) When do Government expect to reach final decision on the subject?

Mr. P. R. Rau: (a) The first reconnaissance was made in 1879 and various investigations have been made thereafter. Till 1924, it was considered unlikely to be remunerative but the anticipated development of the country by the Sukkur Barrage led the Railway Board to undertake further investigations in 1927 and thereafter. Government are unable to say when a final decision will be reached.

(b) Eight.

(c) In 1933 a traffic survey was made. The report is a departmental document not intended for publication. Government have taken steps to elicit public opinion.

(d) Public opinion so far expressed has been far from unanimous.

(e) As my Honourable friend is aware, new construction was absolutely stopped about 1930 and during the following years railways have been occupied in completing projects then in hand. It is only in the last year or two, since rates of interest have fallen, that we have been able to look out for new projects which are likely to be remunerative. The only new line of any importance which has recently been undertaken is the Jhudo-Pithoro line in Sind for which the House voted a grant last July.

(f) Want of funds and doubts as to the remunerativeness of the line.

(g) The answer to the first part of the question is in the affirmative. The second part is a matter of opinion.

(h) The report of the Bombay, Baroda and Central India Railway was received a few days ago, and is under the consideration of the Railway Board.

(i) Every effort will be made to come to a decision as early as possible.

Mr. Lalchand Navarai: Before a final conclusion is arrived at by the Board, may I know whether the Board would give an opportunity to the Karachi people to represent their case, hear both sides and then decide?

Mr. P. E. Rau: The Karachi people have represented their case already to a large extent. The Railway Board have received various opinions from different associations in Karachi, but there is nothing to prevent the Karachi people from sending further representations if they like.

Mr. Lalchand Navarai: May I know whether the report that has been received will be published, or will the Karachi people be given an opportunity to see what that report is?

Mr. P. E. Rau: Does the Honourable Member refer to the Bombay, Baroda and Central India Railway's report?

Mr. Lalchand Navarai: Yes.

Mr. P. E. Rau: I am not sure whether it will be published in the form in which it has been received, but the opinion of the Railway will be made available to the public.

ABSENCE OF AN UNDERGROUND OR OVERHEAD PASSAGE FOR TRAFFIC AT GADAG STATION ON THE MADRAS AND SOUTHERN MAHRATTA RAILWAY.

505. ***Mr. S. K. Hosmani:** (a) Is it a fact that there have been complaints of inconvenience caused by the absence of an underground or overhead passage for the traffic between Gadag and Betgeri at the Gadag station on the Madras and Southern Maharashtra Railway?

(b) Is it a fact that the railway authorities agreed to construct the passage, provided the Gadag-Betgeri Municipality contributed a portion of the cost?

(c) Is it a fact that the Gadag-Betgeri Municipality are not willing to contribute owing to want of funds?

(d) Are Government prepared to take necessary steps to have the passage constructed?

Mr. P. E. Rau: (a) and (b). The matter was raised at a meeting of the Madras and Southern Maharashtra Railway Advisory Committee on the 11th December, 1934. The Agent replied that he would find out what the cost of the bridge and approaches would be and ask the Municipality whether they would be prepared to bear the cost of the approaches.

(c) and (d). Government are making enquiries and will lay a statement later on.

**WINDOW DELIVERIES IN THE HAVERI AND BYADGI SUB-POST OFFICES,
DHARWAR DISTRICT, BOMBAY PRESIDENCY.**

506. ***Mr. S. K. Hosmani:** (a) Is it a fact that there was a longstanding practice of making window deliveries between 7 and 8 P.M., in the Sub-Post Offices of Haveri and Byadgi (Dharwar District, Bombay Presidency)?

(b) Is it a fact that it has been recently discontinued?

(c) Are Government aware that it has caused a great deal of inconvenience to the public in general and to the commercial community in particular?

(d) Is it a fact that complaints were made in this connection?

(e) If the answers to parts (a) and (b) be in the affirmative, will Government please state whether they propose to start the old practice of making window deliveries, and if so, when?

The Honourable Sir Frank Noyce: (a) Prior to May, 1932, a window delivery was given out at 6-45 P.M. at Haveri and 7-30 P.M. at Byadgi.

(b) The window deliveries in question were discontinued at both places in May, 1932.

(c) The stoppage of the window deliveries has probably caused a certain amount of inconvenience.

(d) Yes.

(e) Government do not propose to reintroduce the window delivery at these places as neither of them is so important as to justify a special delivery after 6 P.M., which is the latest hour up to which mails are usually delivered.

**DESPATCH OF MAIL TO SIRSI TOWN, NORTH CANARA DISTRICT, BOMBAY
PRESIDENCY.**

507. ***Mr. S. K. Hosmani:** (a) Is it a fact that Mail to Sirsi town (North Canara District, Bombay Presidency) used to be despatched from Haveri (Dharwar District), a distance of 45 miles?

(b) Is it a fact that the same is now despatched from Hubli (Dharwar District), a distance of 63 miles?

(c) Is it a fact that service motors are running daily from Haveri to Sirsi?

(d) Will Government please state that whether they propose to arrange to despatch the Sirsi Mail from Haveri? If not, why not?

The Honourable Sir Frank Noyce: (a), (b) and (c). Yes.

(d) As the suggested service from Haveri to Sirsi would have to be introduced in addition to the one now existing between Hubli and Sirsi which serves ten other post offices *en route* besides Sirsi and as this would involve unnecessary additional expenditure, Government do not propose to make any change in the present postal arrangements.

PROPERTY OWNED BY THE CENTRAL PUBLIC WORKS DEPARTMENT OFFICERS AND SUBORDINATES.

508. *Mr. A. K. Fuzul Huq: (a) Is it a fact that Government have collected statistics regarding the property owned by the Central Public Works Department officers and subordinates in New Delhi? If so, do they propose to lay a copy of them on the table of this House?

(b) Will Government be pleased to lay on the table a statement showing the property owned in New Delhi and elsewhere by the Central Public Works Department employees, transferred to the New Delhi Municipality, also?

(c) Will Government please state whether they consider the desirability of making an enquiry regarding properties owned by these officers, etc., in places other than New Delhi?

(d) Will Government be pleased to state whether they are satisfied that the property owned by their Central Public Works Department officers in New Delhi is much more than their means, and do Government propose to institute an impartial enquiry in the matter in order to punish those officers who are found dishonest?

(e) Is it a fact that Sardar Bahadur Teja Singh Malik, Superintending Engineer, II Circle, has purchased a big house in Darya Ganj? Has this house been shown as his property in the statement asked for by Government? If not, will Government be pleased to state whether they are prepared to consider the desirability of making an enquiry regarding the name of the person in whose name the house stands?

The Honourable Sir Frank Noyce: (a) The answer to the first part is in the affirmative and to the second in the negative. The information has been collected with reference to the Government Servants' Conduct Rules, and Government do not consider it desirable in the public interest to publish in this House or elsewhere the declarations made under these rules by officials serving in the Central Public Works or any other Department.

(b) No.

(c) Information regarding the facts referred to is included in the returns already called for.

(d) The object of those of the Government Servants' Conduct Rules which deal with the acquisition of property is the prevention of abuses, and the Honourable Member may rest assured that this object will not be lost sight of when the information collected is examined. But the Honourable Member perhaps forgets that many members of the Central Public Works Department have a share in or have inherited family property.

(e) I would refer the Honourable Member to the answer to part (a) of this question.

Mr. A. K. Fuzul Huq: With reference to his answer to the second part of sub-clause (a) of the question, will the Honourable Member be pleased to state whether there are any reasons why this information should not be disclosed to this House?

The Honourable Sir Frank Noyce: I have stated the reason why Government do not consider it in the public interest to make the inquiries.

Mr. A. K. Fuzlul Huq: Why do Government consider it not in the public interest, in view of the serious allegations made?

The Honourable Sir Frank Noyce: That is a matter of opinion, and I have nothing to add to the reply I have given.

Mr. A. K. Fuzlul Huq: Will the Honourable Member be pleased to state, in the interest of the public service and in fairness to the officers against whom allegations are made, if it is not fair that the information should be laid before the House?

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

Mr. A. K. Fuzlul Huq: One more supplementary question. With reference to the other portion, is it not a fact that there is a Delhi Weekly called the *Riasal* which made certain serious allegations against some of these persons making fortunes out of contracts and that a committee of inquiry was appointed by the Chief Commissioner of Delhi?

The Honourable Sir Frank Noyce: That, Sir, must have been before my time, and I have no knowledge of it.

Mr. A. K. Fuzlul Huq: Will the Honourable Member be pleased to state when he received notice of this question of mine?

The Honourable Sir Frank Noyce: I cannot say when this question first reached me, but there is no reference to any commission appointed by the Chief Commissioner of Delhi to inquire into any allegation.

Mr. A. K. Fuzlul Huq: My question is, after receiving notice of this question, did the Honourable Member himself make inquiries whether the allegations made in this question are correct or not? Did he make any inquiries himself or did he depend upon the reports of subordinates?

The Honourable Sir Frank Noyce: It is not my business to make inquiries into allegations of this character unless they are supported by categorical evidence.

Mr. A. K. Fuzlul Huq: May I take it then that the answer given by the Honourable Member is based on the statements made by the very persons against whom these allegations have been made?

The Honourable Sir Frank Noyce: My answer is based on a report from the Head of the Department concerned in whose discretion and in whose ability to answer it I have every confidence.

Mr. A. K. Fuzlul Huq: I have one more question

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

Mr. A. K. Fuzlul Huq: Very well, Sir.

PERCENTAGE OF SIKHS IN THE DELHI PROVINCE AND THEIR APPOINTMENT IN THE CENTRAL PUBLIC WORKS DEPARTMENT.

509. *Mr. A. K. Fuzlul Huq: Will Government be pleased to state the proportion of Sikhs in the population of Delhi Province as compared to that of other communities? If very small, will they please justify the new appointment of Sikhs in all ranks and files in the Central Public Works Department?

The Honourable Sir Frank Noyce: According to the Census Report of 1931 the population of Sikhs in the Delhi Province is 1.01 per cent. of the total population. The prescribed reservation of vacancies is 25 per cent. for Muslims and 8½ per cent. for other minority communities. From the 1st of January, 1934, up to date, the percentage of vacancies in the Central Public Works Department which went to Sikhs was 12.5 for subordinate appointments, 6.9 for clerical appointments and eight for appointments on the drawing establishment. The corresponding percentages for Muslims were 25, 27.6 and 38. I do not consider that any justification is necessary for these figures.

Mr. A. K. Fuzlul Huq: Will the Honourable Member be pleased to state whether Government propose to take steps, so that in the matter of receiving patronage, all communities may have a fair share?

The Honourable Sir Frank Noyce: I am sorry I did not catch the Honourable Member's question.

Mr. A. K. Fuzlul Huq: I asked whether Government will take steps to see that all communities get a fair share in the matter of contracts and appointments?

The Honourable Sir Frank Noyce: There are definite orders on the subject of appointments. I think my Honourable friend referred both to appointments and contracts. There are definite orders of Government on the subject of appointments and they will be followed. So far as I know, communal questions have not yet entered into the question of contracts, and I hope it will be a long time before they do.

Sardar Sant Singh: Will the Honourable Member state if contracts are given to Muslims in the same proportion fixed by Government in their circular of the 4th August, 1934?

The Honourable Sir Frank Noyce: No, Sir.

Sardar Sant Singh: Will there not be a rebellion on the part of the Muslim population on that account?

POSTINGS, TRANSFERS AND APPOINTMENTS IN THE CENTRAL PUBLIC WORKS DEPARTMENT.

510. *Mr. A. K. Fuzlul Huq: (a) Is it a fact that the postings, transfer and appointments in the Establishment, Technical or Clerical, in the Central Public Works Department are made by the Superintending Engineers in

consultation with the Administrative Officer and Mr. Hari Chand, the Superintendent of the Establishment Branch? If so, will Government be pleased to state the necessity of maintaining a Chief Engineer for the Central Public Works Department?

(b) Do Government propose to consider the question of entrusting to the Consulting Engineer with the Government of India the supervision of the Central Public Works Department and the Road Engineer's work? If not, why not?

(c) Is it a fact that orders issued to the different circles in the Central Public Works Department relating to establishment matters bear the seal, "signature of the Chief Engineer" only? If so, will Government be pleased to state whether they are satisfied that orders on such cases are passed by the Chief Engineer?

(d) Will Government be pleased to state the duties of the Chief Engineer besides supervision? Has he got the power to delegate his powers to his junior officers even in important matters?

The Honourable Sir Frank Noyce: (a) No, under the rules, transfers and postings within his circle can be made, subject to certain exceptions, by the Superintending Engineer; but, in practice in the Central Public Works Department all postings and transfers are made after discussion with, and with the approval of, the Chief Engineer.

(b) No. It would be quite impossible for one officer to carry on the duties of a general consultant, and at the same time to administer both the Central Public Works Department and the Road Fund.

(c) No. The Chief Engineer's signature is typed on letters as a matter of administrative convenience in certain cases, but always with his express or general approval.

(d) The Chief Engineer is responsible for the efficient administration and general professional control of Public Works within the jurisdiction of the Government of India, and is the chief professional adviser of the Government of India in all matters connected with public works. He has no authority to delegate his powers.

Mr. A. K. Fuzlul Huq: Will the Honourable Member be pleased to state if he has considered the amount of saving that would be effected by the suggestion made in this question?

The Honourable Sir Frank Noyce: No, Sir. I have stated the reasons which make it impossible to adopt the Honourable Member's suggestions and there is no question, therefore, of considering what savings will be effected if they were adopted.

Mr. A. K. Fuzlul Huq: Not even from the point of economy?

The Honourable Sir Frank Noyce: I have nothing to add.

RELATIONSHIP OF A SIKH CONTRACTOR OF THE "A" DIVISION OF THE CENTRAL PUBLIC WORKS DEPARTMENT WITH A SUBORDINATE OF THAT DIVISION.

511. ***Mr. A. K. Fuzlul Huq:** (a) Is it a fact that in the "A" Division under the control of Sardar Bahadur Teja Singh Malik a Sikh contractor of that Division is the brother-in-law of a subordinate of that Division who supervised his work?

(b) Are Government aware that such a practice is not desirable in the interest of Government? If so, what action do they propose to take against the officer concerned?

The Honourable Sir Frank Noyce: (a) No.

(b) Does not arise.

Mr. A. K. Fuzlul Huq: May I ask if the Honourable Member has made a personal inquiry whether the statement I have made in (a) of the question is correct?

The Honourable Sir Frank Noyce: Sir, I venture to submit that if the Honourable Members on these Benches were to make personal inquiries into all the allegations contained in the questions they are answering, they would be quite unable either to attend to their duties in this House or to the duties of administering the Departments in their charge.

Dr. Ziauddin Ahmad: Does the Honourable gentleman mean to say that although he is giving the answers he does not take any personal responsibility for them?

The Honourable Sir Frank Noyce: I did not say that I did not take any personal responsibility for the replies I gave. I said that I do not make personal inquiries into the various allegations contained in this and similar questions, if I am satisfied with the report of the head of the Department concerned. That, I consider, is sufficient discharge of my duties and responsibilities.

Mr. A. K. Fuzlul Huq: I want to put one more supplementary question.

Mr. President (The Honourable Sir Abdur Rahim): Enough questions have been put. Next question.

IGNORING OF THE CLAIMS OF MUSLIMS WHILE ENTERTAINING NEW SUBORDINATES IN THE CENTRAL PUBLIC WORKS DEPARTMENT.

512. ***Mr. A. K. Fuzlul Huq:** (a) Is it a fact that recently under the orders of the Superintending Engineer, II Circle, five new subordinates have been entertained in the "B" Division of the Central Public Works Department, of which two are Sikhs and three Hindus? If so, why have the claims of Muslims been ignored?

(b) Is it a fact that Government orders of appointing 25 per cent. Muslims do not apply to appointments under the control of the Central Public Works Department, specially in the II Circle? If so, will Government be pleased to lay a copy of those orders on the table?

The Honourable Sir Frank Noyce: (a) No. Appointments are made under the orders of the Chief Engineer with due regard to the state of the cadre of the Department as a whole. I have had the position for the period from the 1st January, 1934, up to date examined, and find that during that period no permanent appointments of subordinates were made. Thirty-two temporary or officiating appointments were made for periods of three months or more, and of these 25 per cent. went to Muslims, 62.5 per cent. to Hindus, and 12.5 per cent. to Sikhs.

(b) The orders to which the Honourable Member refers apply to the Central Public Works Department and are being observed.

ALLEGATIONS AGAINST MR. HARI CHAND, SUPERINTENDENT, ESTABLISHMENT BRANCH, CENTRAL PUBLIC WORKS DEPARTMENT.

513. *Mr. A. K. Fuzlul Huq: (a) Is it a fact that Mr. Hari Chand, Superintendent, Establishment Branch, Central Public Works Department, New Delhi, was implicated in a fraud and embezzlement case in Patiala State, when in service in that State, and warrants of arrest were issued against him? If so, why has he been provided in Government service?

(b) Do Government propose to make enquiries in the matter from the Patiala State and place the papers on the table?

(c) In view of his past career, do Government propose to relieve him of the charge of the Establishment Section forthwith? If not, why not?

The Honourable Sir Frank Noyce: (a) I am informed that the allegations are exaggerated and that there was no question of fraud, embezzlement or warrant of arrest. Mr. Hari Chand was in the Indian State mentioned over 17 years ago, and his work and conduct, since he entered Government service in 1920, have always been entirely satisfactory.

(b) and (c). No.

Mr. A. K. Fuzlul Huq: Was any reference made to the Patiala State with reference to these allegations or to the Accountant General of the Punjab?

The Honourable Sir Frank Noyce: I am not prepared to go into a matter which occurred more than 17 years ago. My answer is based on the service of Mr. Hari Chand in the Public Works Department for more than 14 years.

Mr. Lalchand Navalrai: May I know, in view of the fact that Government consider that this man has put in approved service, if it is still necessary to pursue this matter and make further inquiries?

The Honourable Sir Frank Noyce: I have, as a matter of fact, obtained some information about this matter, and I understand it was a very trivial matter, and, as I said, there was no question of fraud, embezzlement or warrant of arrest.

RELATIONSHIP OF ONE S. DHARAM PAL SINGH, CONTRACTOR, CENTRAL PUBLIC WORKS DEPARTMENT WITH SARDAR BAHADUR TEJA SINGH MALIK.

514. *Mr. A. K. Fuzlul Huq: Will Government please state whether S. Dharam Pal Singh, Contractor, Central Public Works Department, is related to Sardar Bahadur Teja Singh Malik and is working as such in his Circle? If so, do Government allow such practice? If not, do they propose to take any steps in the matter? If so, what? If not, why not?

The Honourable Sir Frank Noyce: I understand that the Contractor referred to married a cousin of Sardar Bahadur Teja Singh Malik and that he does tender for works in the latter's Circle. As the relationship is not particularly close, Government do not propose to take any action.

SYSTEM OF GIVING CONTRACTS IN THE II CIRCLE OF THE CENTRAL PUBLIC WORKS DEPARTMENT.

515. **Mr. A. K. Fazlul Huq:** (a) Is it a fact that, with the exception of a few, all contracts in the "A" Division were given to Sikh Contractors? If so, why?

(b) Is it not a fact that all contracts in the II Circle are given under verbal orders of the Superintending Engineer, the Executive Engineers have no say in the matter, and that the Executive Engineers are made responsible? How far is this practice permissible in the interest of Government?

(c) Will Government please lay on the table a statement showing the names, etc., of contractors who were given contracts for original works, annual repairs and special repairs, during the current financial year in the II Circle of the Central Public Works Department, under the charge of Sardar Bahadur Teja Singh Malik? If not, why not?

(d) Will Government please state on how many occasions approved tenders of contractors had been cancelled and that work was given to other contractors? Was the cancellation of contract in the interest of Government or the contractor?

The Honourable Sir Frank Noyce: (a) No.

(b) No. The latter part of this question does not arise.

(c) No. The statement would be of no public interest and the time and trouble involved in its preparation would be disproportionate to the result.

(d) I understand that there were no such cases in 'A' Division to which the Honourable Member refers in part (a) of this question. For reasons given in replying to part (c) I have not collected information from the other Divisions in the II Circle.

Mr. A. K. Fazlul Huq: Will the Honourable Member be pleased to collect the information and lay it on the table at a convenient date?

The Honourable Sir Frank Noyce: I have already said that I am not prepared to do that.

Mr. A. K. Fazlul Huq: Is there any reason why the information should not be given?

The Honourable Sir Frank Noyce: I have given the reason in my reply to the question.

ELECTION OF MEMBERS TO THE GOVERNING BODY OF THE INDIAN RESEARCH FUND ASSOCIATION.

Mr. President (The Honourable Sir Abdur Bahim): I have to inform the Assembly that Dr. N. B. Khare and Dr. Ziauddin Ahmad have been elected to sit on the Governing Body of the Indian Research Fund Association.

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

Mr. President (The Honourable Sir Abdur Rahim): The discussion of the Demands for Grants in the Railway Budget will now be continued, but before the motions are taken up, the Chair wishes to inform the House that representations have been made to it by the Leaders of the different Groups and by certain Honourable Members, representing Members who do not belong to any Group, that they have arrived at an arrangement as regards the motions for the reduction of grants and the order in which they will be taken up and discussed. It has been arranged that the Independent Party will today move their motion for a cut in order to raise the question of the grievances of third class passengers; and if, after that motion has been disposed of, time is still left, then the Congress Party will devote the rest of the time to discussing the question of the restoration of the salary cuts. On Monday, the Nationalists will devote the morning to discussing certain motions regarding the Indianisation of the railway services; and the European Group will begin at 3 P.M. in the afternoon with their motion regarding the manipulation of the railway freight. On Tuesday, the Members who do not belong to any Group, will discuss the labour grievances under appropriate headings, the wagon policy and the question of the transport of agricultural products, and, if any time is left after that, the Independent Party will have an opportunity of moving any motion they want. This is the arrangement which has been arrived at. The Chair would now like some Member of the Independent Group to inform the House which motion they want to take up.

Mr. A. K. Fuzul Huq (Bakarganj cum Faridpur: Muhammadan Rural): I rise, Sir, on a point of information. As regards the Members who do not belong to any Group, you have decided that you will give them an opportunity of expressing their views on some of those points in which they are interested, namely, the grievances of third class passengers. . . .

Mr. President (The Honourable Sir Abdur Rahim): They will have an opportunity like the rest of the Honourable Members.

Demand No. 6-E. Sir Joseph Bhore.

DEMAND NO. 6-E.—WORKING EXPENSES—EXPENSES OF THE TRAFFIC DEPARTMENT.

The Honourable Sir Joseph Bhore (Member for Commerce and Railways): Sir, I move:

"That a sum not exceeding Rs. 10,74,20,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1936, in respect of 'Working Expenses—Expenses of the Traffic Department'."

Mr. President (The Honourable Sir Abdur Rahim): Motion moved:

"That a sum not exceeding Rs. 10,74,20,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1936, in respect of 'Working Expenses—Expenses of

Grievances of Third Class Passengers.

Maulvi Muhammad Shaif Daudi (Tirhut Division: Muhammadan): I beg to move, Sir, cut No. 288:

“That the demand under the head ‘Working Expenses—Expenses of the Traffic Department’ be reduced by Rs. 100.”

I move this cut in order to discuss the grievances of the third class passengers. Sir, the catalogue of their grievances is very large and no Honourable Member of the House is unaware of their untold difficulties. We have been discussing this subject ever since we have got the right to discuss the Railway Administration, and from time to time promises have been made that they will be removed; but, even after so many years what we find is that not a fringe of their difficulties has been touched. It is a matter which can be more imagined than described: Honourable Members of this House may not have the occasion for going either to the third class booking offices or the third class compartments to see what they are suffering from. I will not deal with all of them, it would be impossible for me to deal with all of them. I will only draw the attention of this House to a few of their grievances which I consider most urgent and which call for the attention of the authorities without any loss of time.

Sir, if you imagine how the third class passengers fare at the booking offices, you will simply be horrified to visualize their confusion at the time. Although the rule provides that at some stations, big junction stations, the booking offices should be open for the twenty-four hours, still we have seen how these booking clerks deal with the third class passengers who go there to ask for tickets, not to say, Sir, of way-side stations, where, though the provision again is, that it should be done for some minutes beforehand, yet it is opened just at the moment, just a few minutes only before the train arrives, and you can imagine the lot of the poor third class passenger who has come from some distant village with his family and who is now in this very awkward position. He has got his luggage in one place, he has got some of his dependants with him whom he cannot leave alone, and then he has to run to the only gate where he finds that there is a great rush! Then, there are pickpockets who take advantage of the great confusion at the time. All this confusion arises, because the men at the booking office have no desire to do their duties as properly as they should. I have intervened several times on questions like these, and at my intervention something has been done. Unless the railway authorities take it to heart, I do not think we will have the desired result in all such cases.

I ask the House to imagine the trouble of the third class passengers when they enter into a train. You may enter into any third class carriage and you will find it as dirty and as filthy as possible. I know that the passengers themselves sometimes make it dirty, but it is the duty of the railway administration to get it cleaned after an interval of every three or four hours. Sir, it appears that the cleaners at the platforms are meant only for the higher class passengers who order them to sweep their compartments, but these poor people, who travel by third class, do not even know that they have a right to demand the cleaning of their compartments. Whatever that may be, the result is that the poor fellow has to sit in that dirt and filth which, I think in these days of the 20th century and with the administration in the hands of such a civilized Government, nobody would tolerate. There has been some improvement, no

[Maulvi Muhammad Shafi Daudi.]

doubt, in the case of the East Indian Railway and North Western Railway known to myself, but there has been no improvement, whatsoever, in the case of the Bengal and North Western Railway and the Assam Bengal Railway.

The latrines are those which were constructed, I think, in the very early days of the railway running in that part of the country. They have not been improved at all. They are so small that it is very difficult for a fat man to get into them and very difficult to sit in them with any comfort whatsoever. In fact, I am told by many of my friends who have travelled on the Bengal and North Western Railway that there is no space left when they have to sit in them. It is indeed very pitiable that complaints have often been made on this score but nothing comes out of them.

Then, I come to the food supply at the railway stations for these third class passengers. There is no doubt that there is a big restaurant car for higher class passengers but the third class passengers have got to depend upon the vendors and what I have been noticing is that the supply of food is going from bad to worse every day. It appears that the administration is making some profit out of it or wants to make profit out of it or wants to give some profit to somebody else in this direction. It is becoming the monopoly of a few persons and these monopolists, after they have secured the contract in the way best known to themselves, do not care as to whether the supply of food is of all varieties or whether it is sold at cheap rates. The rates, no doubt, have gone up very much because of these monopolies and the variety is, of course, badly wanting. The proposition is a very simple one. The monopoly is given to one or two people who are the favourites of the railway authorities who want to make the most of it and will not give what is due to these poor passengers for the money that they pay for their food. We made complaints on this score, I think, on the floor of this House year before last, and we especially drew attention to the sad state of affairs at Dinapore Division and also at Howrah Division. The Bengal and North Western Railway which runs in Bihar and Orissa is hopeless in this respect. It might have been improved on Lucknow side but there is no improvement whatsoever on the stations which are in the Bihar and Orissa province. I myself had made a complaint about the Tea Stall at the Sonapur station, which is an important junction, but no attention was paid by the Gorakhpur Authorities and we had to suffer in silence. I do not know whether anything has been done in this connection, because, last year, we were promised that an inquiry was being held as regards Dinapore and Howrah stations. We have not been told anything since then. However, we find that this monopoly system is not going to give either the variety of food to these passengers or reduce the rates at which the food is supplied. The monopolist has got to make his own share of the profit and then he has got to re-sell it to lower vendors who have got to make their share of the profit. In this way there are so many middlemen who are brought in by the railway administration. I cannot understand the wisdom of this course which is being adopted.

Now, as regards the drinking water. The drinking water has been very scarce even now. The third class carriages which have got water taps in the case of the Bengal and North Western Railway are often almost empty; there is no water at all sometimes. Even in the case of the first and second class compartments there is, sometimes no water what to say of the third

and inter. class compartments. We have got to run to the station master and tell him that we are badly in need of water and then he provides it. This has happened to myself, and when complaints are made nothing whatsoever is done by the authorities. It appears that they turn a deaf ear to all these requests from Indians.

I feel, however, very much pained at one sight which I wish to describe to this House. I hope I will be supported in this respect by the whole House so that the condition may soon improve. It is this. The railway servants consider themselves something like supermen in regard to the third class passengers. It appears that the third class passengers are no concern of these railway servants and they are meant only for the higher class passengers. They will attend to the first and second class passengers and do all that they require, but whenever any request is made by a third class passenger, they will not care for it at all. That has been the invariable practice of almost all the servants at the railway stations. There can be no doubt that the railway servants have not improved at all in this respect. I feel very much that the third class passengers, who are generally villagers and labourers and who have paid their full fares for travelling, are not given the treatment which they deserve for the money they have paid. If this is the state of things going on for a long time, I think the railways will have a bad time in the future as compared with the bus services which are running now in large numbers. Whenever people find the two services side by side, they generally avoid the railway service for the simple reason that their self-respect is not wounded if they go by the bus. I am very much pained at the sight of the third class travelling public, and I, therefore, think that some serious efforts should be made to teach these railway servants civility, politeness and courtesy, towards the third class passengers in their charge. We have been complaining about this for a long time past, and I remember our good old friend, Sir George Rainy, gave us assurances on this point that he would look into the matter as a serious proposition. I remember, he said that it was courtesy and politeness shown by the higher authorities to their subordinates that will permeate and go down to the lower strata and then the ordinary railway servants will show the same courtesy, civility and politeness, to the people in lower classes on the railways. But I think poor Sir George Rainy had not been able to do much in this respect, because nothing appears on the paper. At least we should expect that if something had been done by the railway authorities, it would not have escaped from the Reports that they have produced and which have been circulated to us. The Report does not show that cases of incivility and impoliteness have been dealt with by the railway authorities during the year under review. The only information that we have on this subject is contained in the Time-table of the East Indian Railway where they say, on page 123, that "complaints of incivility, obstructiveness or want of attention, on the part of the railway servants should be made to the Chief Operating Superintendent, Calcutta, or to the Divisional Superintendent at their respective headquarters and six of them are named below." That is the only thing that I find on paper in regard to incivility or impoliteness of the railway servants. Imagine for a moment whether the third class passenger is used to make complaints to the Chief Operating Superintendent at Calcutta or the Divisional Superintendent of Howrah or Dina-pur or Allahabad or Moradabad. Is it possible that these third class passengers would be going to do that? We have found that even the higher class passengers have made complaints and the railway servants

[Maulvi Muhammad Shafi Daudi.]

have given some excuse or other for avoiding those complaints, what to talk of third class passengers who are mostly illiterate. I believe, if this is the experience of the whole House, I think it must be so, then some practical measures should be taken to meet this difficulty of the third class passengers. I beg to suggest some in the short space of time that I have got at my disposal. I think that rules and regulations have been and will be made by the railway authorities. If the railway authorities have a little sympathy towards these third class passengers, and if the House is able to press this point today in this debate, I think they will be ready to make rules and regulations, but that will not do. The rules and regulations will not help us much. What I want is that these rules and regulations should be translated into all the vernaculars of the different places and placards should be made of these rules and regulations and should be posted on the station walls, near the booking offices of all stations without any exception. These rules and regulations should be printed in vernaculars in the time-tables and prominently enough so that people may know what the rules are which the railway authorities have made. I think the rules should not only contain the duties of the railway authorities but also the obligations and duties expected of the third class passengers. These third class passengers have got to be taught what their duty is while they are in the train. I quite realise that they should know how to behave while in the train but they should also know how they expect to be treated by the railway servants. All these obligations and duties should find a place in those placards and widely it should be broadcast so that people from one end to the other might know what their duties are and what their obligations are. If that is done, I hope people will know how to claim their right and the railway servants will also feel that the time has come when they cannot shirk their responsibility to these poor third class passengers. Above all, I should think that the railway servants should feel that they cannot any longer remain entrenched in the position in which they now find themselves. They now feel that the third class passengers cannot do any harm to them. They feel that the third class passengers are not their masters, that their master is somebody else. I am tempted to take my cue from the Honourable the Railway Member when he said the other day that his master is the Secretary of State in England. That is our great trouble. The railway employees, however, who are meant to serve these third class passengers, should be made to feel that their masters are these third class passengers who form 95 per cent. of the travelling public on the railways. It is they who pay 60 crores to the Railways and not the higher class passengers who are no doubt attended to most seriously on all the railways. Therefore, the paramount need is that if the railway administration approves of it, they should inculcate in the minds of their servants that the time has now come when the railways should not be considered as anything but a commercial proposition to which people must be attracted. I know it is a monopoly and that is why the railway servants feel themselves quite secure. However, if the self-respect of the people is wounded, as it has been many a time, then it might create very bad result. I think nobody would like to see that the public which pays for the travelling should be treated in that manner. I have no doubt that this aspect of the question will be sympathetically considered by those who are in high position. I am also sure that those Honourable Members who have similar experience like myself about third class travelling public will come forward and sup-

port my motion and confirm me in my view that in this respect, pressure would be brought on the authorities to look into this aspect of the question most seriously and most attentively. With these words, I move.

Mr. President (The Honourable Sir Abdur Rahim): Cut motion moved:

"That the demand under the head 'Working Expenses—Expenses of the Traffic Department' be reduced by Rs. 100."

Lieut.-Colonel Sir Henry Gidney (Nominated Non-Official): Sir, I rise to offer my whole-hearted support to this motion. One of the most pleasing features I have observed, since I have been a Member of this Assembly, has been the growing interest of all Parties in this Honourable House in the welfare and comfort of third class passengers and which, I think, is a very desirable thing indeed. The Honourable the Mover of this motion has brought before the House certain grievances which I, as one who travels all over India, can support and support whole-heartedly. Indeed I can corroborate many of the things he said. But, Sir, it almost seems idle for us, year in and year out, to emphasise these grievances when one is faced with that intolerable and insuperable bar to all our appeals, I refer to that individual who is called the Agent of a Railway. He is the biggest autocrat that India has ever produced. And as long as you have an autocrat as the Agent of a railway (there are certainly very glaring exceptions, of course),—I say, so long as you have that spirit in the Agent as the master—not the servant of the public, it goes down from him to the subordinate employee, and it is that spirit which is reflected in the lower services of the railway that creates these many grievances which my friend, Mr. Shafi Daudi, has related. I have witnessed and I have interfered myself in some acts of unkindness and discourtesy perpetrated on these poor third class passengers. I do not want to weary this House with a recital of these incidents, but I ask, in all seriousness, what is the use of asking such people, as per orders read out by my friend, to report their complaints to the Chief Commercial Manager? He never sees them, and I do not think they would go beyond the Babu in the office. So it is ridiculous to issue such instructions to the public. I would suggest to the Railway Member that a further notice be issued to all Agents drawing their attention again to the seriousness of the position and asking that all staff should be seriously warned against unkind treatment and discourtesy to passengers. Sir, I do think, there is a vein of truth in what the Honourable Member said that it is for these reasons, and for no other, that many of the public prefer to travel by motor buses.

Sir, the Honourable the Mover of this Motion first dealt with the question of foodstuffs. When this matter was discussed on the floor of the House last year, many of us took part and the Honourable Member promised to take action. From information I possess, I know that he has taken action. Sir, the supply of foodstuff is a matter of great importance to the travelling public. The travelling public puts its faith in the railway administration for the supply of proper food, I say this because, when a passenger pays his fare he expects to get certain amenities. The first class passenger gets his food from refreshment rooms or the dining cars and this is not always of the best. I think the best we have on Indian railways is in the Bengal Nagpur Railway, but this Department is generally worked at a loss, though, I believe, they made a profit on it this

[Lieut.-Colonel Sir Henry Gidney]

year. The second class passenger also has his amenities supplied. But it is the third class passenger who is the biggest sufferer. I believe I am right in saying that the foodstuff on the railways,—I am referring to the third class passengers,—are supplied from two sources—The Railway Administration or private vendors who hawk the platforms. I believe there are certain railways who propose to take unto themselves the manufacture and supply of all these foodstuffs and aerated waters, etc. No doubt the food will be cleaner, and, may be, they would be cheaper also, but I do not think such usurpation would be a right policy, because it would seriously and unfairly interfere with the freedom and recognised rights and protection of private enterprise and industry. But that such foodstuff wants careful attention is beyond doubt, and I would suggest to the Honourable Member the advisability of having some travelling food inspectors. It will mean a few more appointments to be created, but I think it is necessary. These food inspectors should accompany the trains and not be rigidly located at stations where the food inspector and the food vendors generally become very close friends at the expense of the quality of food. They should really be travelling with the trains, because a lot of food vendors travel with the trains and get out at stations and ply their goods to the passengers. I would suggest this for the Honourable Member's serious consideration.

Sir, the accommodation, water and sanitary inconveniences to which my Honourable friend has referred, I shall not refer except to support him in their entirety. I do consider that, in view of the fact that the railways would come to a stand-still if it were not for the revenue obtained from third class passengers, they deserve more attention than they receive. It is a common sight and many a hundred yards record has been broken when one sees a railway employee on the platform running after a first class passenger, specially when that first class passenger happens to be travelling in a white carriage,—I mean a saloon,—and contrast it with the slow movie motion with which he attends to third class passengers. I maintain that these third class passengers should get more comforts, apart from the overcrowding which cannot be denied. The Financial Commissioner, replying to this question, the other day, took the average of passenger traffic and the average of carriage capacity with the railways and very correctly said that there is no overcrowding

Mr. P. R. Rau (Financial Commissioner, Railways): No, Sir. I did not say there was no overcrowding. I said the position had improved in the last four or five years.

Lieut.-Colonel Sir Henry Gidney: I am sorry if I did not quite correctly represent what the Honourable Member actually said, but the fact remains that the charge was made that there was overcrowding, and, I think, my Honourable friend, Mr. James, asked a supplementary question on it. But, apart from this, one cannot get away from the fact that there is overcrowding in certain railways and at certain times of the year which perhaps cannot always be avoided. One cannot avoid it during *melas*, wedding and holidays when you expect certain trains to be overcrowded. But this grievance is to be seen especially in that railway which gives the highest dividends to its shareholders, the Bengal and North Western Railway. There, there are in comparison with other railways, very

few conveniences and amenities for third class passengers. It is a positive disgrace that a railway, which gives such high dividends to its shareholders, should use the money which it takes from the public and give it to their shareholders instead of giving more attention to their patrons, the third class passengers.

Prof. N. G. Ranga (Guntur *cum* Nellore: Non-Muhammadian Rural): And the Madras and Southern Mahratta Railway also.

Lieut.-Colonel Sir Henry Gidney: I believe so I accept what the Honourable Member says.

Now, Sir, as regards electric fans: I think fans should be supplied not only for first and second class, but also for third class passengers. Indeed, all railways should fit every third class carriage with at least one or two fans. Drinking water is another very serious matter. I do know that great care is today given by the medical department to see that a pure supply of drinking water is available at various railway stations and in the carriages, and I think they deserve all credit for this improvement, because I can carry my mind back to many years ago when drinking water was very bad. But I think more and more care should be given to this vital matter of a pure supply of drinking water.

Another very serious grievance that my Honourable friend mentioned is the want of sufficient water for ablution and sanitary purposes when travelling. I have had this experience myself, when travelling in a first class carriage (generally at Government expense), of having no washing and flushing water. If I go to the station master or any other officer on duty on the station, instead of getting water, I have more often got a flow of words like water from his mouth and nothing else comes out of it except a continuance of the inconvenience. I do consider that there should be more care given to the inspection of these carriages and the water supply.

Another Honourable speaker called railway servants as supermen in their discourtesy to third class passengers; to some extent he was right but I must admit that during the past few years there has been a marked improvement in the treatment by the staff towards passengers. I have noticed great improvement particularly in certain railways, in the treatment of the staff towards third class passengers. I do believe that the grievances of the third class passengers form a very very important part of the administration of all railways, and I would like to impress on the Railway Member, (I know he has got this at heart and I know he is giving a good deal of attention to the matter) the necessity of giving more stringent orders to every railway not to confine courtesy and attention, at times amounting to servility, to the comforts of their officers in their saloons, not even to Members of Government and their saloons or to their first and second class passengers, but to give more attention to those who really keep the railways running, *vis.*, third class passengers, who deserve the sympathy of the entire House. I know this matter is receiving the constant attention of the Honourable Member, but I hope it will receive his further attention and so he will remove these grievances and inconveniences.

Mr. N. M. Joshi (Nominated Non-Official): Mr. President, for many years I have made my voice hoarse in talking about the grievances of the third class passengers. I assure you that it is not a pleasure to go on repeating one's speech year after year. If I speak this morning, I do so, because

[Mr. N. M. Joshi.]

I feel that if I do not take part in this discussion, I shall be failing in my duty. Year after year, I have given certain figures. This year I asked my Honourable friend, Mr. P. R. Rau, whether he finds any defects in those figures. I had his assurance that, so far as those figures go, he has no fault to find. We shall consider the explanation of those figures. The Indian railways possess one first class seat for 12 passengers; they possess one second class seat for 90 passengers, and they have only one seat in the third class for 400 passengers. These three figures will show you the amount of comparative overcrowding between the first, second and third class

An Honourable Member: What are these figures?

Mr. Lalchand Navalrai (Sind: Non-Muhammadan Rural): How can they seat 90 persons in one seat?

Mr. N. M. Joshi: If you cannot understand it, I cannot explain it to you. I am giving the total number of seats which the railway people possess and I am giving you the total number of passengers every year: the result, as I say, is that one seat is used by 12 first class passengers in a year or 12 times by one passenger: one second class seat is used by 90 second class passengers or 90 times by one passenger; and one third class seat is used by 400 passengers or 400 times by one passenger

Dr. Ziauddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): May I just say that you should also give the mileage, because one particular passenger may travel a thousand miles and another only ten miles.

Mr. N. M. Joshi: If my Honourable friend, Dr. Ziauddin Ahmad, had not intervened, I would have given him those figures too. It is true that a first class seat travels longer than a third class seat, and a second class seat also travels longer than a third class seat. The average lead of a first class seat is 180 miles, the average lead of a second class seat is 60 miles, while the average lead of a third class seat is 35 miles. Giving advantage to the first and second class of longer leads, you will find that there is six times more over-crowding in the third class than in the first class, and twice as much overcrowding in the third as in the second class. I shall not tire the House with many more figures. But I shall just quote some figures to show the finances of the Railway Board.

The Railway Board spends Rs. 260 for a third class seat, while it spends on one first class seat and one and a half second class seat together, Rs. 4,000. The Railway Board makes Rs. 241 per third class seat by an expenditure of Rs. 260: the Railway Board spends Rs. 4,000 on one first class seat and one and a half second class seat together—because there are what you call bogey carriages—and the Railway Board earns about Rs. 550 by investing Rs. 4,000. I must make it clear that Rs. 241 is not the earning on a total capital of Rs. 260: the Railway Board had naturally to invest some capital in making rail roads and buildings and everything else. But, having built the stations and the railways, the Railway Board spends Rs. 260 on a third class seat and they earn Rs. 240. I should, therefore, like to know why the Government of India, taking for granted that the

Railways are a business concern, should not invest more money on purchasing third class seats than in purchasing second and first class seats. If they have more third class seats and more comfort for third class passengers, you will attract third class traffic and you will get more money; but the Railway Board's policy is otherwise—I shall discuss it later on . . .

Dr. Ziauddin Ahmad: May I interrupt and ask whether these figures he is quoting give the cost of the wagons only or they include also the running expenses?

Mr. N. M. Joshi: I am not giving the running expenditure at all; and I, therefore, myself said that the figure of 260 does not include the whole. What I am telling you is this: if you have more third class seats and run them, you will certainly make more profit. This does not require much arithmetical knowledge; it is a simple proposition: I never said that you make 240 by an investment of 260—I never said that: I said that it is a more profitable thing to invest that money in purchasing third class carriages than first and second class carriages. That is very simple arithmetic.

I do not wish to speak about the various other grievances except one: I want to say a word about the third class latrines, and, only the other day, I got a letter from a friend of mine, a part of which I shall read:

"I have often travelled in third class compartments with accommodation for 60 to 80 passengers, every seat occupied, having only one lavatory without water tap, or, if there be a water tap, without water in the tank; and, I believe, this is the usual provision in other parts of the country."

I want to know whether there is not any law in this country which can fix the minimum latrine accommodation for the number of passengers. Even the Factory Act provides that there should be one latrine for a certain number working in a factory. The factory worker can go outside and ease himself, but what can the railway passenger do in a carriage? (Laughter.)

Mr. N. V. Gadgil (Bombay Central Division: Non-Muhammadan Rural): There is one lavatory for ten prisoners in the jail.

Mr. N. M. Joshi: I would, therefore, like this House to consider very seriously whether we cannot by legislation compel the Government of India to provide a certain amount of minimum lavatory and latrine accommodation in the trains. Mr. President, for every twelve first class seats,—I am giving the minimum figures,—there is one latrine, and if you take the third class, there is not even one latrine for 25 or 30 passengers; sometimes 60 or 80 passengers have to be content with one latrine. I can quite understand your giving greater comfort to the first and second class passengers, but what I want to know, Mr. President, is whether the natural needs of the first and second class passengers are different in this respect. (Laughter.) I can understand your providing one latrine to a full first class compartment, but if it is a question of the number of latrines, it should be the same, whether it is for the first class, second class or the third class passengers. I do not wish to say anything more about the

[Mr. N. M. Joshi.]

details of these grievances, but I wish to say only one word about the policy of the Government of India. I have shown enough to prove that the policy of the Government of India is a policy of favouring one class at the cost of another class. Take any question, take the question of the treatment of the railway employees or the treatment of passengers,—take any question you like, and you will find that the Government of India follows only one principle, and that is, give more to those who have and give less to those who have little. I have also shown sufficiently that the Government of India make very little money comparatively from the first and second class passengers, and yet they lavish money in providing comforts for them. The Railway Board make three-fourths of their passenger revenue from third class passengers, while, when it is a question of making improvements, they stint money in effecting improvements for them. Mr. President, I would like the Government of India to consider what is their policy. Is it their policy to favour one class of people, to afford cheaper and more comfortable travelling facilities to people travelling in higher classes at the cost of third class passengers? I do not mean to suggest for a moment that Government should afford facilities to third class passengers at the cost of the first and second class passengers, although there may be nothing wrong in putting forward such a suggestion, but I want the Government of India to distribute the money which they get from the third, second and first class passengers in proportion to the amount they get from the different classes, and if that is done, I shall be quite content; but, Sir, the policy of the Government of India is not to do justice to all classes of passengers; their policy is to favour the well to do classes at the cost of the poorer classes. The Government of India regard the railways, as I have stated several times before, as a business proposition. Is this a business proposition to spend more money on those classes of passengers from whom you make the least amount of money and stint money for affording travelling facilities for people who give you the largest amount of passenger coaching traffic? I should like the Government of India to change their policy. Let the Indian Railways be run on business lines if you like, but it is wrong to run the railways on the lines of favouring one class at the cost of another. Mr. President, this policy of favouring one class at the cost of another class is a form of corruption, it is a form of bribery. There is no difference between a small railway employee who takes money from a passenger and the Railway Board who take money from third class passengers and distribute it to the class to which the Railway Board belongs. It is as much a bribery or corruption as the lower railway employees resort to. I would, therefore, like those Members, who want to get rid of corruption and bribery of railway employees, to first try and get the Railway Board's policy improved. If the Railway Board is corrupt, how can that Board stop the corruption among their employees?

Mr. President, I wish to say another word both to the Government of India and to the Members of the Legislature. The Government of India devote some pages in this book to show what they have done to improve the conditions of third class passengers. I would like them to give a sort of Report telling us how much money they received from third class passengers and from the other classes, and if money is available, for improving the amenities, how that money is distributed amongst the first, second and third classes. That will give the Legislature some idea whether

the Railway Board is fair to the third class passengers or not. What is the use of your giving a list of your having done something at one station or taken away another thing from another station? That gives absolutely no real knowledge whatever to the Legislature.

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

I would, therefore, like the Government of India to give us an intelligible Report, instead of telling us how many carriages were added on a particular railway line or how many waiting sheds were built at some places. These lists are quite useless. Give us a Report showing what you are doing for improving the condition of third class passengers.

Mr. Chairman, one word more to the Members of the Legislature. I have several times complained that the Government of India does not make proper use of the Central Advisory Council that exists. From the Report I find that only one meeting of this Advisory Council was held,—I do not know whether it sat for one day or two days,—but I would like the Government of India to place the whole question of third class passengers grievances before the Central Advisory Board, they should place all matters relating to travelling facilities, carriages, latrines, seats, food, in fact everything connected with the comforts and conveniences of third class passengers before the Central Advisory Council and get a certificate every year from this Council to the effect that nothing more could be done for improving the facilities of third class passengers. I would also suggest one thing to the Members of the Legislature, and it is this, when the different Parties elect members to the Central Advisory Council, they should expect a Report from the Members so elected to the Advisory Council saying that they were satisfied with what the Government of India have done for third class passengers. I feel, Sir, that if the members of the Central Advisory Board make proper use of that Board, we can certainly expect at least some reform in the direction in which we want reform. Mr. Chairman, I have done.

Munshi Iswar Saran (Benares and Gorakhpur Divisions: Non-Muhammadsan Rural): Most of us are vitally interested in this problem of third class passengers; if we, not ourselves, our relations and our friends, travel third class, we hear about their agony from them. I have looked carefully into the report of the Railway Board, and Members opposite cannot say that I am unfair to them if I take the improvements which have been effected by the various railway companies during the year in the matter of third class passengers. Mr. Chairman, this question is not being discussed here for the first time; in a way, it is a hardy annual. We discuss it year after year and we have been doing so for so many years. Some of us have a feeling of absolute distress that so little is being done. There is one railway company which runs through the constituency which I have the honour to represent, and that is, the Bengal and North Western Railway. There is a feeling that no amount of complaint will have any effect on the Bengal and North Western Railway.

1 P.M.

[Munshi Iswar Saran.]

Be that as it may, let me invite the attention of my Honourable friend, the Honourable Sir Joseph Bhole, to certain facts which I have carefully summarised. In Chapter VII—called Miscellaneous—of the Report of the Railway Board, this is what we get. I shall confine myself to the Bengal and North Western Railway. Train Services—there is no doubt that train services if they are increased will greatly help third class passengers, because many trains are frightfully overcrowded:

“From the 1st October, two light passenger trains running between Gorakhpur and Nowgarh were extended to Barhni.”

That is to say, there was a slight extension over a short area in the Bengal and North Western Railway. Improvements in the design of and accommodation in passenger carriages:

“Improved types of seats and cushions and fan regulators were provided in upper class carriages. (*Pray note.*) The lavatory compartments of the new third class carriages were being fitted with double water cocks.”

That is all that has been done. Take again, the supply of drinking water. To that, reference has already been made by me in my speech during the general discussion of the Railway Budget:

“During the hot weather, 92 extra watermen were employed in addition to the permanent strength of 169. Seven additional hand water carts were supplied to the following stations.”

Vendors' stalls:

“Refreshment stalls at Chupra Kacheri, a vendor's shop at Sagauli and tea stalls at Gorakhpur, Sonapore, Savan, Bhatni, Barauni Junction . . . were provided.”

Waiting rooms and halls:

“An upper class waiting room was provided at Siswa Bazar. Two double seated benches were provided each on platforms at Gonda, Mau Junction and Aunrihar.”

In one year they have provided two benches! Opening of new stations and city booking offices:

“An out agency was opened at Marufganj for parcels and goods traffic.”

I have given you a summary of all that has been done by this company during the year 1933-34. I put it to the Railway Member whether he considers this record to be satisfactory. Even if the Railway Member does not give a reply to my question now, I shall earnestly appeal to him to make a note of these points and ask railway companies really to do something.

We are asked more out of season than in season not to import politics into the discussion of railway questions and, I imagine, legislation for a Federal Railway Authority is going to be passed by Parliament and not by this Assembly so that we Indian politicians may not be able to approach the problem with political bias. Let us now look at the question from a purely business point of view. The statistics which have been provided to us, show that the number of passengers in all railways—I have taken

only two classes—in the year 1933-34—I hope my Honourable friend, Mr. Rau, will correct me if my figure is wrong—I have always been bad at figures, I am not like my Honourable friend Dr. Ziauddin, who is a senior wrangler of first class, is over four lakhs, the number of passengers in all railways of third class is over 47 crores. The income from passengers of first class in 1933-34 was roughly over Rs. 76 lakhs, and from third class passengers was about Rs. 27 crores. As a purely business proposition, if a business concern finds that a particular class of its customers brings the bulk of its income, what will that concern do? If it does not provide all comforts, all conveniences, as far as possible, to the customers who bring in the largest amount of income, either that business or concern will fail or it has taken leave of its senses. I shall leave it to my Honourable friends opposite to decide whether the Railway Administration has taken leave of its senses, or is going to fail. There can be no manner of doubt that those customers who give you most of the money are dissatisfied or are put to terrible discomfort and inconvenience, surely, this is not business.

There is a long catalogue of grievances which every year are brought to the notice of the railway authorities. It is not much use repeating them. I shall make a suggestion, if I may. I hope, if my Honourable friend considers that this suggestion is worthy of his consideration, that in the annual report of the Railway Board, in future, a particular chapter may be devoted to a detailed description of all that has been done, during the year, for the comfort and convenience of third class passengers. Then there will be left no room for controversy, then there will be left no room for dispute between Members opposite and ourselves in regard to facts in connection with this problem. Such a chapter will enable them and ourselves to decide whether all that can be done has been done or not.

Mr. Chairman (Lieut.-Colonel Sir Henry Gidney): The Honourable Member's time is almost up.

Munshi Iswar Saran: If they add this chapter, they will earn our thanks.

May I, in conclusion, make a personal appeal to the Honourable Sir Joseph Bhore? Before he leaves his present office, let him write a strong note and send it round to all the railways saying that the lot of third class passengers deserves to be improved.

Seth Govind Das (Central Provinces Hindi Divisions: Non-Muhamadan): I also rise to support the motion of my Honourable friend, Mr. Shafi Daudi. When I was a small boy in my then usual place of residence.

An Honourable Member: Palace?

Seth Govind Das:—Yes, Raja Gokul Das' Palace, though it is no longer my residence now—in the lap of my old grandfather, Raja Gokul Das, at the time of a Hindu festival, *Navratra*, that is, sometime in October, I used to hear a prayer recited by a learned Brahmin. Every year, I used to hear the same prayer, in the same phrases and in the same words. When I came to this House in 1923 and remained here for two years, when I went to the Council of State in 1925 and remained there for four years,

[Seth Govind Das.]

and now when I have come back here, I feel the same sensation which I used to feel in my boyhood at the time I heard that prayer. Whenever these demands are discussed, the same cuts are moved and the same phrases and the same words are used. We are at the old old place and we find no improvement in any respect. The Government say that all our doings here are based on political motives. The Honourable the Leader of the Opposition said the same thing for the Government yesterday, but, as far as the question of the third class passengers is concerned, I think it would be admitted by every section of the House, and also by the Government, and it was admitted by you too, Sir, when you just spoke, that it is beyond politics. I had no personal experience of third class travelling up to 1921, but since I joined the Non-Co-operation Movement, I had that experience. The Honourable the Mover of this cut said in his speech that perhaps no Honourable Member of this House has that experience. I expected him to have that experience, because he was one of us from 1921, up to, I think, 1927, and, I thought that he must also have travelled in the third class. I can say, Sir, with some personal experience, that the miseries of the third class passengers cannot be described in words. From the time a third class passenger enters the railway boundary and up to the time he leaves it, he is in a miserable position. When he goes to buy his ticket, it is with great difficulty that he is able to do so, after receiving many pushes from all sides, hearing some abuses from the booking clerk, and that is generally when the passenger wants back the change, because these booking clerks have very little change with them. The same treatment is meted out to him as soon as he enters the platform, and when he enters the compartment these miseries increase still further. It has been provided in the Railway Act that no overcrowding should be allowed whatsoever.

Mr. Chairman (Lieut.-Colonel Sir Henry Gidney): Will the Honourable Member let the Chair know how long he will take to conclude his speech?

Seth Govind Das: I shall not take more than seven or eight minutes, Sir. In section 63 of the Indian Railways Act, it is said:

"Every railway administration shall fix, subject to the approval of the Governor General in Council, the maximum number of passengers which may be carried in each compartment of every description of carriage, and shall exhibit the number so fixed in a conspicuous manner inside or outside each compartment, in English or in one or more of the vernacular languages in common use in the territory traversed by the railway, or both in English and in one or more of such vernacular languages as the Governor General in Council, after consultation with the railway administration, may determine."

Again, section 93 says:

"If a railway company contravenes the provisions of section 53 or section 63, with respect to the maximum load to be carried in any wagon or truck, or the maximum number of passengers to be carried in any compartment, or the exhibition of such load on the wagon or truck or of such number in or on the compartment or knowingly suffers any person owning a wagon or truck, passing over its railway to contravene the provisions of the former of those sections, it shall forfeit to the Government the sum of twenty rupees for every day during which either section is contravened."

In spite of these provisions, we find that the authorities do nothing in this respect. The overcrowding is still there. You, Sir, when you were

speaking, said that there was overcrowding only in some of the railway lines, but, I say, there is overcrowding in most of them, and the condition of the third class passengers is precarious owing to this overcrowding.

Much has been said today about food, and about latrines, and I do not want to take the time of the House in repeating what has already been said. When these two prime necessities of life are overlooked, it is useless to talk about fans and cushions and other such things. And, in spite of these difficulties of the third class passengers, the fare has considerably increased since the year 1913. The Honourable Sir Charles Innes, then Commerce Member, gave certain figures about this increase, in the year 1926, when speaking on Mr. Joshi's cut. He said:

"As regards the third class passengers, the average rate in 1913-14 was 2.29 pies per mile and in 1925-26 it was 3.53 pies per mile, that is an increase of 54 per cent."

Mr. Joshi was, of course, well equipped with figures and he immediately contradicted the Honourable the Commerce Member and said:

"You are giving me the average increase. There are many railways in which the increase has been 100 per cent. Take the South Indian Railway. The fare for ordinary trains was 2 pies and now the fares are 5 pies."

Since 1924, I do not know what increment has taken place, but I think, the fares have increased since the year 1924. The Honourable the Commerce Member said, Sir, that there had been a decrease recently, but, now, if we look at the speed of the increase and the speed of this decrease which has taken place recently, we find that the increase was by leaps and bounds, while the decrease is very slow.

I shall not take more time of the House, and, while concluding, I shall only say that we do move these cuts, but at the same time we do not expect anything tangible from this Government. Up to the time we are not free, up to the time, Sir, this Government is not pushed out of this country (Hear, hear), our grievances, our troubles, are going to remain, as they are, but when we are here, we have to do something, and that is the reason, Sir, why, in spite of having no hope, in spite of seeing that all that we do, all that we ask the Government to do for the country, is in vain and is never heeded, we, on this side of the House, go on doing what we think to be our duty. With these very few words, I support the motion of my Honourable friend.

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.

Mr. B. B. Varma (Muzaffarpur *cum* Champaran: Non-Muhammadan): Sir, Honourable Members who have preceded me have ably placed the grievances of the third class passengers, and, therefore, I will take not more than three or four minutes. Sir, I wish to put before you the grievances of the travelling public on the Bengal and North-Western Railway only. The voicing of their grievances has become an annual affair of this House.

[Mr. B. B. Varma.]

I find, Sir, that lengthy speeches have been made, year after year, cataloguing their grievances but the net result so far has been in Sir Samuel Hoare's language: "Let the dogs bark, the caravan passes on". No attempt has been made to give the least comfort to third class passengers on this Railway. In the north Bihar, apart from the overcrowding and other numerous inconveniences, there are still trains running without latrines in the third class compartments. About 80 years ago the Railway Company was established in this country but the Bengal and North Western Railway have not, in that long period, thought it necessary to provide latrines for the travelling public in several trains. The trains which are running between Muzaffarpur and Narkatiagunj, Darbhanga, Narkatiagunj, Jayanagar, Sagauli, Samastipore and Bhabtiati, to name only a few, have no latrines. Some of these trains start in the midnight and reach their destination quite late in the morning, and, therefore, the inconveniences of the third class passengers, especially of the lady passengers, can better be imagined than described. It is an irony of fate, Sir, that the third class passengers, who are the backbone of the railways and the source of enormous income, are treated no better than cattle. The time has come when the Government should pay a little more attention to this question and make an earnest effort to remove the grievances of the people at as early a date as possible.

Mr. Basanta Kumar Das (Surma Valley *cum* Shillong; Non-Muhamadan): Mr. President, having inflicted a gaping cut yesterday on the head of the Railway Administration, so to speak, we are here today engaged very laboriously in inflicting another cut for the purpose of drawing the attention of the railway authorities to the grievances of the third class passengers which have not been so long properly attended to. Sir, why are we doing all this? We really feel that the constitution of this railway administration is an abnormal constitution and it will not collapse or even bleed if we go on inflicting gaping wounds. Therefore, we are going to inflict another cut, feeling confident that, in spite of the severe cut that we inflicted, it will be still functioning. Sir, the grievances of the third class passengers are not being discussed for the first time in this House: they have invariably been discussed every year in the past.

The other day, Sir Cowasji Jehangir said that we are working here this year in an atmosphere of irresponsibility, but, Sir, may I ask a question of him? What did his work in this Assembly, in an atmosphere of responsibility, secure for the third class passengers from the railways? So, Sir, we are really doing things in an atmosphere of irresponsibility, and, so far as we are concerned here on this side of the House, we feel that it was really with the intention of rousing a sense of responsibility in those who lack it that we are putting forward all these motions in this House. Sir, I need not narrate all the grievances of the third class passengers. Their catalogue is too long and they have been sufficiently enumerated in this House. Sir, the Honourable Mr. Joshi has given figures and if the voice of figures is to have any effect, then there cannot be any denying of the fact that the grievances of the third class passengers loudly call for redress. Of course, the Honourable Mr. Joshi has given only some figures but I wish to add also some more figures in order to establish how real are the grievances of the third class passengers and how this Government and the Railway Administration are neglecting them and are not doing what they ought to do for the third class passengers.

Now, Sir, with regard to the question of the provision of latrines in third class compartments, I shall place before this House a few figures from page 271 of the Report of the Railway Board for the year 1933-34, Volume II. It would appear that the percentage of vehicles provided with latrine accommodation in third class compartments in the Bengal Nagpur Railway is only 57.1; in the Bombay, Baroda and Central India Railway, 58.6; in Burma Railways, 88.4; in the Eastern Bengal Railway, 68.4; in the Great Indian Peninsula Railway, 77.7; in the Madras and Southern Mahratta Railway, 90.7; in the Nizam's State Railway, 88.5; in the South Indian Railway, 40; in Barsi Railway, Darjeeling Himalayan Railway, no latrines; Gondal, 2.6; in Jamnagar and Dunagar, no latrines; in Junagadh State, 15; and in Mysore, nil. These are the figures so far as the question of latrines is concerned.

Then, there is another aspect of the question which should be taken into consideration. We find from this Report that 48 crores of people had recourse to travelling in third class and only 50 lakhs had recourse to travelling in first and second classes. For improving the amenities of the third class passengers, Government spent only Rupees 2 lakhs 19 thousand in 1934, as against an income of Rupees 26 crores, 79 lakhs from third class passengers alone. This will unmistakably go to make out the point that railways are making a huge profit at the expense of the third class passengers. This is a very iniquitable position which cannot at all be defended on behalf of Government. The other day, the Honourable the Railway Member said, that the reduction of fares in third class has given him a very good result, and, in order to make out that point, we find that there was an increase of about 60 lakhs of passengers by third class, and, from this, it would appear that the reduction of fares generally increases the number of passengers. So, it would make out a case for the reduction of fares more and more, with profit to the Railway Companies. I submit that if only the Railway Administration would lighten the fares, it would be a real benefit to the travelling public, the bulk of whom represents the third class travelling public. There the Government would not lose much. With regard to the difference in fares prevailing in different railways, I may mention that in the Assam Bengal Railway, the third class passengers pay really more than what the third class passengers pay in other railways. It is also a point which should be considered by the Government whether a uniform rate of fares cannot be brought into existence in all the railways. For travelling third class from my town of Sylhet to Calcutta, one is to pay Rupees eight, whereas, for travelling from Calcutta to Delhi, the third class fare is Rs. 10. Now, the distance between Calcutta and Sylhet will be half the distance from Delhi to Calcutta, and yet, for the former distance, the third class passengers have to pay more. I submit that the question of uniformity of rates is also a question which should be taken into consideration. It appears from page 91 of the Railway Board Report for 1933-34, that the number of third class passenger carriages has gone down by 1,596 and the number of first and second class passenger carriages has gone up by 192. It would appear, that while we are getting more travellers in the third class, we are reducing the number of carriages, whereas, in the case of first and second classes, we are increasing the number. I do not understand this policy of Government. This kind of policy really establishes the case put forward by the Honourable Mr. Joshi. The figures which I have just given go to establish that the case of third class passengers is really a bad one which urgently calls for redress. I will not detain

[Mr. Basanta Kumar Das.] ;

the House any longer by adding to the list of grievances that has been put forward already by other Honourable Members, but I want to say one thing, that if really the Railway Administration is to proceed on humane lines, then it is absolutely necessary that the case of the third class passengers should be considered very seriously just now. We have before us the huge skeleton of a Statutory Railway Authority with the full promise of soon gaining in flesh and blood and being endowed with active life, which means that the right of this House would be taken away very soon, and, before that authority comes into existence, it is up to us to urge on the attention of the Government that they should accept a policy which will be considered to be really on humane lines. With these words, I support the cut.

Mr. O. N. Muthuranga Mudaliar (South Arcot *cum* Chingleput: Non-Muhammadan Rural): Sir, in supporting this motion, I shall not detain the House for a long time though the importance of the subject is very great. This matter has been discussed, year in and year out, for the last thirteen years and even more, and, every time during the general Budget, as well as on cut motions, this subject has been discussed threadbare. The other day, the Honourable Member for Railways said that if Honourable Members had read one chapter in the Railway Administration Report which relates to this subject matter, they would not find very much to cry over this. Sir, I have gone through that particular chapter which the Honourable Member has referred to. What do I find there? Some third class compartments have been reconditioned. Some lavatories have been introduced here and there, an electric light has been put in another place, and some tube wells have been sunk in some of the way side stations and a few more watermen have been appointed. All this is not enough. This is a long delayed reform which the third class passengers feel very greatly and very acutely. This reform must be effected in all the places and on all the lines of railways at an early date. It is not a reform like the Indian constitution reforms which the Indians are asked to wait for till eternity, nor can the reform of third class passengers grievances be given in doses, like the gradual development of self-governing institutions. We cannot have this reform of third class passengers grievances in such a gradual manner. It must be done at an early date. Already people are very much dissatisfied. I may inform the House that in some places, the third class passengers have started *satyagraha* and a few of them have been sent to jail also. Such being the case, these grievances of the third class passengers must be redressed at once and on all lines. Though I am not inclined to go into the details of these grievances, I should just like to mention a few of them which I am familiar with, and which, I think, have not received sufficient publicity in this House.

I will take first the waiting rooms for third class passengers. Let me mention one place, Conjeeveram, a great pilgrim centre. At times of festivals a large concourse of people gather there. But what do we find? A big cattle-pen like shed and it is roofed over with zinc sheets. In the hot sun the people are scorched and they feel very sultry and when there is rain the people cannot hear the sound of their own voices and hear nothing but the sound of the rain. I mention this place only as an example but there are many other places like that; and when the pilgrims resort

to these festivals they cannot keep to their time. When their work is over they go to the station and the waiting sheds, and what do we find there? There is no proper light for these passengers; they sit down or sleep in the darkness.

Leaving that subject now let me next mention the booking offices. In many of these way-side stations the booking clerk himself is the ticket collector. When two trains arrive at the station in opposite directions, these booking offices are not opened sufficiently early. At the time of the arrival of the train, the booking clerk goes to the platform to collect the tickets, and, before he comes to issue tickets, the other train arrives, and the passenger, in his anxiety to catch the train, runs into the train even without a ticket, and, on the way, or at his destination, he is caught and he has to pay double fare. That is the way in which many of these passengers happen to travel without tickets. Let me mention another station. At Egmore station, in the heart of the city of Madras, the booking office is approachable by the third class passengers only through a corridor-like passage. The tickets are not issued sufficiently early but just before the arrival of the train; the passengers rush into the corridor. They press against each other and in their anxiety to rush out and catch the train they even forget to get back the cash after purchasing their tickets. To that extent, even a few coppers, the passenger loses and the booking clerk profits. And that is not a single instance. I simply mention a central city station but this happens in other way-side stations also.

Leaving the booking office when the passenger goes to the station, there again what do we find? There, again, the passage is very narrow and the ticket collector who checks the tickets delays them. The passage to the platform is not opened sufficiently early and these people in their mad rush press against each other. They pick up quarrels among themselves. The other day some Honourable Member here mentioned that while getting into the train or getting down people often quarrel and kick up a row. That happens even at the entrance to platforms. These things must be immediately rectified.

Then, these third class bogie carriages nowadays sometimes take 90 and even more passengers. In this hot sun in the second class compartments for four passengers they get two fans but in a compartment intended to accommodate 60 or even 90 passengers there is no fan. Then, Sir, the Honourable Member for Railways said the other day that only a very few compartments are not fitted with lavatories. Sir, I do not think the Honourable Member thinks that passengers travelling short distances would not have calls of nature on the way. I feel that even short distance passenger trains must have lavatories and wash basins and every other comfort that the second class passenger has got. And even those lavatories which are there are very narrow. Some Honourable Members here mentioned that they could not very well go in and come out. I have seen those latrines; they are perhaps three feet square or even less and such small lavatory has to serve 60 or 90 people. In the first and second class carriages we have got very spacious lavatories and in the first class carriages we have even got shower baths.

An Honourable Member: But no water. (Laughter.)

Mr. O. N. Muthuranga Mudaliar: That is another matter. But with regard to third class passengers I should like to mention only about a spacious lavatory with lighting arrangements and also sufficient water for all these 60 or 90 passengers. Let us not think only of higher class passengers but also of the conveniences of third class passengers.

Sir, in days gone by, we had third class compartments to accommodate 8, 12, 16 or 20 passengers. Nowadays we do not find such small compartments. Consider for a moment a small family or a marriage party or a pilgrim party deciding to reserve a compartment. Is it possible to reserve a compartment in a bogie carriage? Such small compartments also should be made available for third class passengers and the system of reserving compartments, as existed in the old days, should also be revived for the convenience of third class passenger families who wish to travel in railway trains.

Sir, let me now mention that in the South Indian Railway and in the Madras and Southern Mahratta Railway there are lots of passengers from suburban places to Madras City, including many students and officers, railway men or mill workers. For them the season ticket rates are, to my knowledge, very heavy. Those rates should be lowered and every sort of convenience should be given to these officials and students.

In the South Indian Railway there is electrification as far as Tambaram.

3 P.M.

Similar electrification might be introduced in the Madras and Southern Mahratta from Madras to Arkonam and Madras to Ponneri, so that season ticket holders and ryots desiring to go to the city may have the convenience of speedy trains and quick locomotion. In some trains this system of issuing merchants' passes is prevalent for second class passengers. Such merchant passes should also be issued to *bona fide* traders and others who travel third class. I do not wish to detain the House very long. The Honourable Member, when introducing the Budget the other day, said that it was the last budget that he was introducing. I am afraid this is perhaps the last budget for us also on which we can ventilate the grievances of third class passengers. Perhaps next year the Railway Budget may not be before us and so I would request Honourable Members of this House, if they really feel for the third class passengers—we have heard so many of them get up and ventilate their grievances and many more are yet to speak—and if they really want to show their sympathy for the third class passengers, they must support this motion and vote for it: perhaps this is the last vote that we are going to exercise on behalf of the third class passengers. I hope Honourable Members will remember this.

Maulana Shaukat Ali (Cities of the United Provinces: Muhammadan Urban): Sir, I can honestly claim that I have no right to speak on this railway cut, because, of all the Members in this House, I have not read anything on the subject from the speech of the Honourable Member down to any of the printed papers which have been supplied to me. I know nothing of the subject, and I am honest enough to confess about it; but, as a traveller, I think I can give points to all the Members combined on this side and that. I have travelled three or four times all over India, on every railway system: I have travelled in Europe, I have travelled in France, Italy and the Riviera, I have travelled in America, in Egypt, in Palestine, Syria and Iraq: I have travelled in Kenya, Tanganyika and in Portuguese East Africa also; I do not know how many hundred thousand

miles I have travelled in the railways, and, therefore, I must know something about the requirements on railways. On that I can lay claim to the indulgence of the House. There is no doubt about it. I am not going to pitch into the Honourable Member—I think he has been sufficiently punished (Laughter); but I have a few suggestions to make which I make in the hope that next time we meet here—as I hope we will all meet—the Railway Board and the people responsible for railway management will have a very nice story to tell and we will all congratulate them heartily if we find that they have done something for the third class passengers . . .

Mr. S. Satyamurti (Madras City: Non-Muhammadan Urban): They will not come here next year!

Maulana Shaukat Ali: There can be no question about this overcrowding and nobody denies that there is a lot of overcrowding in the third class carriages. What they are going to do about it and how they are going to meet it is their look out: but the third class passengers must have the decencies of life provided for them. One thing I feel strongly, and it is the amount of bullying and pushing that the third class passenger has to face. I have travelled everywhere, among the Arabs who are not so far advanced as we are; but I have always found that in Egypt and in other countries the third class passengers receive by far more consideration than they do here. It is true that we have large crowds travelling here, but that means that we have a much larger number of people who pay their fares to the railway administration, and I think they have a right that they should be properly treated and carried comfortably. I travel with my eyes open when I travel in foreign countries, and I assure you that in Egypt—where I have travelled first, second and third class—I used to get down and go to the people to talk with them; and I utilised my travel to good purpose: and I say that in no country is there this amount of abuse, pushing and the worry that the third class passenger has to face here, and I think it is a disgrace to this Assembly and to this House which is responsible for the administration.

An Honourable Member: We ought to throw them out morally.

Maulana Shaukat Ali: Physically or morally do it—any way you like: I believe, as I told you, in the constitution which God Almighty has given to me: I am not non-violent: if I receive any ill-treatment, my right hand will give a very good answer and I think the time will come when we will have to teach people to use the strength that God has given to them to see that we are not insulted. I have great sympathy with the railway officials.

Some Honourable Members: No, no.

Maulana Shaukat Ali: I tell you frankly that I have seen wonderful improvement in the treatment of third class passengers even in the last few years; but that is not sufficient. For you to say: "we have done a

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great deal" is not sufficient: you have to see how much you have left undone, and the time has come for you, with your budget of 99 or 100 crores, to do something more for the third class passengers. I am not an expert, but I would suggest a few things. None of us have a chance of being experts in this matter; but I want that the railway officials should be properly taught to have self-respect: if they have self-respect they will see that the third class passengers are their own people and who also have self-respect. I do not want honorary inspectors or even paid inspectors appointed to supervise food,—I remember very well in younger days, when I was rich and travelled very well and could patronise the restaurant car, that I met a man who had not much money, but somehow or other got into the good books of the railway authorities and he had a free pass as an inspector of Indian food on the Great Indian Peninsula Railway. He was, of course, travelling first class, and at every station he used to get down and go to the vendors of sweets and fruits, etc., and after some time he asked me to have tea with him in his compartment, and when I went there, I found the whole compartment loaded with beautiful sweets and fruits of all varieties collected from all the stations as a present. We do not want that kind of man

Dr. Ziauddin Ahmad: Sir Henry Gidney's inspector?

Maulana Shaukat Ali: I do insist, from the Honourable Sir Joseph Blore and Mr. P. R. Rau down to the lowest official, that when they travel on business, on any railway—and they have to travel about a good deal—they must make it a point to get down at every stopping station and see the conditions prevailing there in the booking office and in the third class waiting rooms and in the overcrowded third class carriages. It would not hurt them a bit—in fact they will be thoroughly amused and they will not feel the time hanging heavily: they might even occasionally travel for a few stations in third class carriages. Especially, Sir, in Northern India, in the monsoon, the conditions are horrible. People of the South are lucky when they do railway travelling in the rains, because the weather gets very nice and cool; they do not need a fan, but in upcountry, in the United Provinces and the Punjab, specially during rains, conditions are so abominable that it is really a surprise to me how more deaths do not take place as a result of heat apoplexy, suffocation and things of that kind. Of course, the first class passengers pay a very heavy charge for their comforts, and certainly they have a right to expect more comfort for the money they pay, because, if they did not want those comforts, they would not have cared to travel by first class, but it is the poor third class passengers, who need better condition for whom my friend, Mr. Joshi, pleaded this morning,—I see he is dosing . . . (Laughter)

Mr. N. M. Joshi: No, no, I am listening to you.

Maulana Shaukat Ali: It is the third class passengers who suffer the most. If those who are responsible for the railway administration really understand and appreciate the amount of suffering caused to third class

passengers when travelling during summer, I am sure they will certainly try to improve matters. I do not know why, when so much overhead expenditure is undertaken, when there is such an efficient organization,—when they are doing so many good things for improving stations and buildings, they do not care to consider the needs and comfort of the third class travelling public. I think the railway authorities have just provided very fine new stations at Cawnpore and Lucknow, and they are providing all sorts of amenities for everybody, Hindus, Muslims, Christians, like European refreshment rooms, Hindu refreshment rooms, Muslim refreshment rooms, and, therefore, I think, Sir, it is high time that the Railway Board made up their minds to spend some money, not in any niggardly spirit, but with a very generous hand, to see that within a year they did something tangible for the benefit of the third class travelling public so that, when we come back next year, we may be able to offer our sincere congratulations to the Honourable Sir Joseph Bhole, Mr. Rau and others connected with the railway administration for the good act they had done. Sir, it is really no pleasure to me to criticise those who are responsible for the railway administration. Now, after having said this much, I really want to point out that, so far as the first and second class passengers are concerned, from my experience, I can safely say that in no part of the world, do they travel more comfortably than in India when performing night journey. In America there are certainly more comfortable seats, the passengers are provided with nice cooled ice water, there are refreshment rooms almost at hand, in fact every possible comfort is provided, but, when I travelled from New York to San Francisco, I had to travel sitting, for 8½ days, because there was no room to stretch properly in the day time and for the nights we had to pay extra fare for sleeping cars, whereas in India, if one takes sufficient precaution by reserving a berth in the first or second class, he gets the whole seat to himself even for the day.

An Honourable Member: Not for the day.

Maulana Shaukat Ali: According to the rules, a berth cannot be reserved during the day, but, as a rule, you get it all right. As a matter of fact, I personally have never been worried by anybody when travelling even during day time, but, as I said, in foreign countries we have to pay extra for sleeping accommodation. I don't see why the railway authorities should not consider the desirability of attaching a few extra carriages to afford facilities for long distance third class passengers so that these poor people can get a little sleep in the night. These extra carriages can be taken out in the morning, but for the nights it is very desirable that you should put on a few extra carriages for long distance passengers. In Europe carriages are put on at night and are taken off in the morning, to provide sleeping accommodation to passengers. I certainly think that something of that kind can be done in India also for long distance third class passengers. I don't want that these extra carriages should be monopolised by people who will travel over a short distance, but they should be meant solely for the benefit of long distance passengers. For instance, when a man is travelling beyond a certain distance and he has to spend one or two nights in the journey, some kind of mark can be put on his ticket so that he may get into one of the extra carriages that would be

[Maulana Shaukat Ali.]

put on for the night, because the trains are generally overcrowded. I have not the expert knowledge to put forward concrete suggestions just at present, but if you want me to discuss the matter thoroughly with you, I can give more time to this work, and I think within six months I can study the whole question and come to you with concrete proposals as to how to better the condition of third class travelling public. Sir, as I said before, I have travelled by first, second and third class also, but when once I tried to get into the third class lavatory, because of my big size I found it very difficult to get in (Laughter), but, somehow, when I got in, I was very unhappy, because the whole place was very dirty and filthy beyond description. Sir, I am not a very pious man, but I like to offer prayers when I was travelling in a third class compartment, I had to miss my prayers, because there was not sufficient accommodation for a man of my size. Sir, I admit I am a very abnormal creature (Laughter), I admit that, but still, the whole place was stinking terribly, there was filth thrown about, and so, I got out and could not say my prayers. However, now that the Government mean to do something for the improvement of the travelling public, to improve the sanitary and other conditions, I think they should provide really tip-top lavatories in place of the small, dark, dirty lavatories in third class carriages, so that, the travelling public may really enjoy their travel so lest we may come back next year and really offer our congratulations to you on your having done something tangible for the benefit of the poor people. I don't say for a moment that my friends opposite—the Honourable Sir Joseph Bhore or Mr. Rau—have no sympathy for the poor travelling public; they have every sympathy, I admit, but they must really do something to improve the sanitary conditions in third class carriages, because, in some third class compartments there are no lavatories at all, there is no washing arrangement, there is sometimes no water, I remember very well the days when there were no lavatories at all in third class carriages, and when people had to get down at stations where the trains stopped for a few minutes. We used to be told that the permanent way would get dirty if lavatories were provided in third class carriage. I don't know the name of the person, but I remember, as a youngman, that some railway expert was brought out from England by the railway authorities to examine the railway problem, and he said, "how long would you like yourself to continue without any amenities like that?" Therefore, Sir, I suggest that every official, however high or low he may be, should be told that he should, under no circumstances, show any kind of discourtesy or impertinence to the poor third class travellers (Hear, hear), and every official, who proceeds on tour, must make it a point to see that these orders are carried out by the subordinate staff. I have myself bullied the railway officials, because with a big burly man like me some of the puny little ticket collectors could not play tricks. (Laughter.) Sometimes I have bullied some of these people myself, because when they bullied me, I showed them my right arm. Therefore, Sir, I want the Honourable Member in charge and others subordinate to him who are responsible for the railway administration to see that something is done for the benefit of the poor third class travelling public. I would very much request my friends in this House not to dishearten Honourable Members opposite; we must encourage them and give them injections of hope and courage, and let us wait till next year to see whether they will do something tangible or not for the third class passengers

Mr. J. A. Milligan (Bengal: European): Sir, I rise to support the motion for the cut ("Hear, hear" from Opposition Benches), but as every aspect of the grievances of third class passengers has been exhaustively examined by previous speakers, I shall not endeavour to add to that side of the question. My reason for speaking today is that I have had considerable experience in relation to the adequacy of accommodation of third class passengers on ordinary trains in connection with emigration of labour to Assam. I have not had any personal contact with this during the past twelve months, and my information is that conditions have considerably improved, but from what I saw on the last occasion when I had an opportunity of forming an opinion, I felt there was still great room for improvement. This is a matter on which a mere expression of sentimental opinions is no good; a mere expression on the part of the railway authorities of sympathy with our views is no good. We must have some practical scheme. I suggest there are three lines on which something can be done effectively. The first thing that is wanted is the designing of a really good third class coach. (Hear, hear.) Until such a design is worked out, there is not much use in advocating increased building. Having got a really good third class coach designed, a building programme should be definitely embarked upon and a scheme of replacement which we can all see working until every one of the long distance trains is fully equipped with these improved coaches, the other coaches being put to the short distance trains and less important runs. The second point is that at as many places as possible along the line there should be spare coaches which can be attached to a train when required. (Hear, hear.) I have experienced in the past the greatest difficulty in getting an extra coach put on, even though there was a number of passengers about to get into the train that more than justified the addition that was asked for. Another defect is that station masters have not the power, as a rule, to put these coaches on even if they have coaches lying at the station. They have to refer to some authority in the distance, who may be on tour, and I have often found that, though the accommodation was there at the station available, the coach could not be put on because the station master was not authorised to do so. It seems to me that the chief value of this debate will be to strengthen the hands of the Railway Board, who, I know, are just as anxious as we are to improve the conditions of travel for third class passengers. We will strengthen their hands by the opinions expressed today and enable them to insist that the individual railways shall take steps to ameliorate the lot of third class passengers.

The Honourable Sir Joseph Blore: I know that this is a matter upon which Honourable Members in this House and the public feel very strongly. That is a feeling with which I personally have the warmest sympathy, and I can assure the House that that sympathy is shared by the Railway Board. On theory and on principle I do not think that there is any difference between Honourable Members opposite and ourselves. But when it comes to deciding how to put those principles into practice, then we are faced with two difficulties, firstly, in regard to the extent to which we can translate those principles into practice, and secondly, the speed with which we can make changes. Honourable Members will realise that we have inherited an old system and that it is impossible for us to metamorphose that system within a limited space of time. But I will endeavour to give to the House a reply which will, I hope, convince them that we not only appreciate the difficulties but that we are making steady

[Sir Joseph Bhore.]

progress to meet and overcome those difficulties. I am not usually in the habit of making long quotations from previous speeches, but I hope you will forgive me if I repeat what I said during last year's debate, both because Honourable Members who are new to this House may not have had the opportunity of referring to earlier debates and also because what I said on that occasion seems to me to be extremely relevant, and if I may say so, to give a satisfactory reply to most of the points which Honourable Members have so vigorously pressed this afternoon. Let me first of all, point out that it is a matter of some difficulty to decide between the competing claims of reduction of third class fares and the provision of extra amenities. I personally feel that a reduction of fares in this country is calculated to be a greater boon to the mass of the travelling public than perhaps the provision of extra amenities. My Honourable friend, Seth Govind Das, made the remark, I think, that third class fares in this country had increased in the last ten years.

Seth Govind Das: No. They have increased from 1918—that is what I said.

The Honourable Sir Joseph Bhore: I have figures since 1924 and I would like to give the House those figures for the three largest State Railway systems. On the North Western Railway system, in 1924 the charge for all distances was $3\frac{1}{2}$ pies per mile. In 1935, the charge is three pies per mile for distances between 1 and 50 miles, $2\frac{1}{2}$ pies per mile for distances between 51 and 300 miles, and $2\frac{1}{2}$ pies per mile for distances over 300 miles. Then let us take the East Indian Railway. There, in 1924, the charge was $3\frac{1}{2}$ pies per mile for all distances. Today the charge is $3\frac{1}{2}$ pies per mile for distances from one to 50 miles, $2\frac{1}{2}$ pies per mile for distances from 51 to 300 miles, and $1\frac{1}{2}$ pies per mile for distances over 300 miles. Take, lastly, the Great Indian Peninsula Railway. In 1924, the charge was four pies per mile for distances between one and 300 miles and $3\frac{1}{2}$ pies per mile for distances over 300 miles. Today it is four pies per mile for distances between one and 50 miles, and three pies per mile for distances over 50 miles.

An Honourable Member: Has the Honourable Member got the figures for the Bengal Nagpur Railway?

The Honourable Sir Joseph Bhore: I am only taking the three State Railway systems.

Seth Govind Das: Will my Honourable friend.

Mr. President (The Honourable Sir Abdur Rahim): Order, order. The Honourable Member does not give way.

The Honourable Sir Joseph Bhore: Will my Honourable friend permit me to go on? I am absolutely at one with those who consider that there should be a definite and continuous improvement of the conditions under which the third class passenger travels today in this country. But, because the changes have not been so spectacular as to impress themselves on the casual traveller and on the casual observer, it does not mean that

changes have not been made or that improvement is not being steadily pursued. May I take, first, the question of rolling stock and seating accommodation for third class passengers? In this connection, I would like to tell the House again what I told it last year. I said:

"While I frankly admit that in regard to the older stock complaints are fully justified, definite steps are being taken to improve third class rolling stock. All the new stock is mounted on standard underframes and the result is that there is practically no differences whatsoever in riding between lower class and upper class stock. The underframe is exactly the same in first class bogies as in third class bogies. That, I think Honourable Members will admit, is a step in the right direction. Then there is another point. In the old stock, provision was made in a single vehicle for 132 passengers and two latrines. In the new stock there is provision for four compartments for 114 passengers only and five latrines. I shall be happy, if I get the opportunity, to show to members of the Central Advisory Committee, who may be interested in the matter, the new stock, so that they can satisfy themselves that there has been some definite progress in the plan and construction of the new bogies for third class passengers (and here may I extend that invitation to Members of the House as well). Then, Sir, take the question of accommodation provided for individual passengers. We provide something like 19½ inches for each passenger and that compares with just under 20 inches provided for third class passenger on the railways in the United Kingdom. I think Honourable Members will admit that the comparison is by no means to our discredit. But, when we come to the question of overcrowding, we are of course dealing with a very difficult matter indeed. So far as the space provided is concerned, I do not think that there can be any legitimate ground of complaint but it happens that passengers, for their own reasons, often desire to travel by a certain train and in very many instances in a certain compartment. The question is whether it is doing a kindness to these people to keep them back for a later train or permit them to undertake the journey under conditions of a certain degree of discomfort. Honourable Members will realise that it is not always possible to add additional carriages, especially where a train is loaded to full capacity. Nor is it always possible to duplicate trains because there may not, in all, circumstances, be sufficient passengers to fill the additional train."

Now, Sir, in regard to overcrowding, I have not the faintest doubt that overcrowding does take place but with reference to what my friend, Maulana Shaukat Ali, said, I can assure him that I have had reason, on more than one occasion, to travel during the rush hours on suburban trains in London, and I can assure him and Members of this House that the overcrowding here is nothing in comparison. I frankly admit that this is no argument why we should not attempt to improve matters, if they are really found to call for improvement.

Pandit Nilakantha Das (Orissa Division: Non-Muhammadan): Does the Honourable Member compare the rush in the trains in England with the *mela* rush here?

The Honourable Sir Joseph Blore: I confess frankly that I have no experience of a *mela* rush, but I certainly do not want to repeat my experience during the rush hours in the suburban trains of London.

(Interruptions from Members on the Opposition Benches.)

Mr. President (The Honourable Sir Abdur Rahim): Honourable Members should refrain from making running comments on the speech.

The Honourable Sir Joseph Blore: I think that we on this side do treat Honourable Members opposite with courtesy in this matter and I do

[Sir Joseph Bhoré.]

hope they will return the courtesy to us. Sir, as regards catering arrangements, Honourable Members will bear in mind that we discussed this matter, at very great length, during the course of our debate, on a Resolution brought forward by my Honourable friend, Dr. Ziauddin Ahmad. I then promised that we would refer the matter to all Agents and ask them to consult their local advisory committees and when their answers have been received I fully intend to place the matter before the Central Advisory Committee before we finally decide the question of revising our procedure and practice.

Then it was suggested by one speaker that we should impress on our railway servants the necessity for civility towards passengers of all classes. Now, I can assure my Honourable friends in this House that the most stringent instructions have been issued to all railway servants to see that the utmost courtesy and civility are extended to every class of passenger travelling by railway and I should be only too glad if any Honourable Member would make any practical constructive suggestions to me to show how we can improve matters.

Then Munshi Iswar Saran made a suggestion that we should consider whether we could not add a chapter showing what has been done every year for third class passengers. That is a suggestion which I shall certainly bear in mind. It was also suggested that the conditions of third class travel might be improved by the provision of fans. This also is a question which we discussed at very great length in the last meeting of the Central Advisory Committee, and my recollection is that we came definitely to the conclusion that it would not be possible at once to introduce such an innovation into third class carriages. I remember that the initial cost was estimated at something like two crores of rupees and the annual recurring charge at something like 25 or 30 lakhs a year but it was suggested that a beginning might be made with the intermediate class. We are having estimates prepared and when these estimates are ready, I hope I shall be able to bring that question again before the Central Advisory Committee.

Sir, I know Honourable Members always desire, when possible, to have specific information given to them, and I know that figures often carry conviction, when generalities, however true they may be, fail to achieve that result. For instance, if I were to tell the House that we have done everything we could to improve facilities, that we have been doing our best to remove difficulties, it would carry far less conviction than if I were to give to the House specific figures of what we have provided and indicate how that money has been allocated and this I propose to do. During the past ten years we have spent a sum of 242 lakhs on the following items. Water supply 42 lakhs, waiting rooms and halls, largely for third class passengers 83 lakhs, Indian refreshment rooms 25 lakhs, booking facilities 25 lakhs, latrines and sanitary arrangements 21 lakhs, revised platforms 46 lakhs and, during that period, Sir, we have made additions to third class carriages costing us something like 10½ crore of rupees. During the coming year 1935-36, we have made provision for an expenditure of 63 lakhs on these various items. Now, Sir, from what I have said I hope Honourable Members will appreciate that we are not standing still. Even during these years of depression, we have year by

year set aside very substantial amounts with the idea of securing steady improvement in the conditions of third class travel. With regard to this cut motion, I submit to the House that the object of the mover has been served by bringing the question once more to notice. I hope I have satisfied the House that we are not standing still and that we are doing something to ensure steady progress. And if I have satisfied them that this is the case, then I submit that there is no reason to censure us by pressing this motion. I would, therefore, ask my Honourable friend not to press the motion.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

“That the demand under the head ‘Working Expenses—Expenses of the Traffic Department’ be reduced by Rs. 100.”

The Assembly divided:

AYES—80

Aaron, Mr. Samuel.
 Abdul Matin Chaudhury, Mr.
 Abdullah, Mr. H. M.
 Asaf Ali, Mr. M.
 Ayyangar Mr. M. Ananthasayanam.
 Azhar Ali, Mr. Muhammad.
 Ba Si, U
 Badi-uz-Zaman, Maulvi.
 Bajoria, Babu Baijuath.
 Baqui, Mr. M. A.
 Bardaloi, Srijut N. C.
 Bhagavan Das, Dr.
 Chattopadhyaya, Mr. Amarendra Nath
 Chettiar, Mr. T. S. Avinashilingam.
 Chetty, Mr. Sami Vencatachelam.
 Das Mr. B.
 Das, Mr. Basanta Kumar.
 Das, Pandit Nilakantha.
 Datta, Mr. Akhil Chandra.
 Desai, Mr. Bhulabhai J.
 Deshmukh, Dr. G. V.
 Fakir Chand, Mr.
 Fuzlul Huq, Mr. A. K.
 Gadgil, Mr. N. V.
 Ghiasuddin, Mr. M.
 Ghulam Bhik Nairang, Syed.
 Gidney, Lieut.-Colonel Sir Henry.
 Giri, Mr. V. V.
 Govind Das, Seth.
 Gupta, Mr. Ghanshiam Singh.
 Hockenhull, Mr. F. W.
 Hosmani, Mr. S. K.
 Hudson, Sir Leslie.
 Iswar Saran, Munshi.
 James, Mr. F. E.
 Jedhe, Mr. K. M.
 Jehangir, Sir Cowasji.
 Jinnah, Mr. M. A.
 Jogendra Singh, Sirdar.
 Joshi, Mr. N. M.
 Khan Sahib, Dr.
 Khare, Dr. N. B.

Lahiri Chaudhury, Mr. D. K.
 Lalchand Navalrai, Mr.
 Lindsay, Sir Darcy.
 Maitra, Pandit Lakshmi Kanta.
 Mangal Singh, Sardar.
 Mehr Shah Nawab Sahibzada Sir
 Sayad Muhammad.
 Miligan, Mr. J. A.
 Morgan, Mr. G.
 Mudaliar, Mr. C. N. Muthuranga.
 Muhammad Ahmad Kazmi, Qazi.
 Muhammad Natman, Mr.
 Murtuza Sahib Bahadur, Maulvi
 Syed.
 Nageswara Rao, Mr. K.
 Pant, Pandit Govind Ballabh.
 Raghunib Narayan Singh, Choudhri.
 Rajan, Dr. T. S. S.
 Raju, Mr. P. S. Kumaraswami.
 Ranga, Prof. N. G.
 Saksena, Mr. Mohan Lal.
 Sant Singh, Sardar.
 Setyamurti, Mr. S.
 Scott, Mr. J. Ramsay.
 Shafi Daudi, Maulvi Muhammad,
 Sham Lal, Mr.
 Shaukat Ali, Maulana.
 Sheodass Daga, Seth.
 Siddique Ali Khan, Khan Sahib-
 Nawab.
 Singh, Mr. Deep Narayan.
 Singh, Mr. Ram Narayan.
 Sinha, Mr. Satya Narayan.
 Som, Mr. Surya Kumar.
 Sri Prakasa, Mr.
 Thein Maung, Dr.
 Thein Maung, U
 Umar Aly Shah, Mr.
 Varma, Mr. B. B.
 Vissanji, Mr. Mathuradas.
 Ziauddin Ahmad, Dr.

NOES— 37

Abdul Aziz, Khan Bahadur Mian.
 Ahmad Nawaz Khan, Major Nawab.
 Allah Bakhsh Khan Tiwana, Khan
 Bahadur Nawab Malik.
 Ayyar, Rao Bahadur A. A.
 Venkatarama.
 Bajpai, Mr. G. S.
 Bhore, The Honourable Sir Joseph.
 Chatarji, Mr. J. M.
 Clow, Mr. A. G.
 Craig, The Honourable Sir Henry
 Dalal, Dr. R. D.
 DeSouza, Dr. F. X.
 Drake, Mr. D. H. C.
 Gajapatiraj, Maharaj Kumar Vijaya
 Ananda.
 Graham, Sir Lancelot.
 Grigg, The Honourable Sir James.
 Jawahar Singh, Sardar Bahadur
 Sardar Sir.
 Kirpalani, Mr. Hiranand Khushiram.
 Lal Chand, Captain Rao Bahadur
 Chandhri.

Metcalfe, Mr. H. A. F.
 Monteath, Mr. J.
 Mukerje, Mr. N. R.
 Mukherjee, Rai Bahadur Sir Satya
 Charan.
 Nayar, Mr. C. Govindan.
 Noyce, The Honourable Sir Frank.
 Owen, Mr. L.
 Raisman, Mr. A. J.
 Rajah, Rao Bahadur M. C.
 Rau, Mr. P. R.
 Sarma, Mr. R. S.
 Scott, Mr. W. L.
 Sher Muhammad Khan, Captain
 Sardar.
 Singh, Mr. Pradyumna Prashad.
 Sircar, The Honourable Sir Nripendra
 Sloan, Mr. T.
 Swithinbank, Mr. B. W.
 Tottenham, Mr. G. R. F.
 Tylden-Pattenson, Mr. A. E.

The motion was adopted.

Mr. President (The Honourable Sir Abdur Rahim): The Chair does not wish now to put Demand No. 6-E to the vote of the House, because there is another motion which, the Chair believes, the European Group will move. Under the arrangement that has been arrived at, the Chair believes an Honourable Member of the Congress Party will move the next motion under Demand No. 8.

DEMAND No. 8.—MISCELLANEOUS EXPENDITURE.

The Honourable Sir Joseph Bhore: Sir, I move:

"That a sum not exceeding Rs. 12,50,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1936, in respect of 'Miscellaneous Expenditure'."

Mr. President (The Honourable Sir Abdur Rahim): Motion moved:

"That a sum not exceeding Rs. 12,50,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1936, in respect of 'Miscellaneous Expenditure'."

Rational and Economic Administration of Railways.

Pandit Govind Ballabh Pant (Rohilkund and Kumaon Divisions: Non-Muhammadan Rural): Sir, I move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 10."

Sir, I propose to deal with some of the salient features of railway administration. I intend to restrict myself to financial questions, and, so far as possible, I will try to discuss the points in issue on economic grounds. I have no intention of importing any passion or prejudice into this matter and I expect that every Honourable Member of this House will consider

the questions dispassionately and extend his support to the motion that I have the privilege to move. Sir, I want to press primarily for the rational and economic administration of railways. I hold that the present arrangement is not satisfactory and the way the Railway Department has been managed and regulated cannot be regarded in any way as sound or in accord with the canons of finance and business economy. Sir, there are two main props to the railway system—the rates and fares on the one hand and the working expenses on the other. The railway coach rests on these two wheels and both of them rest on the pivot of the general level of prices. In a way, there are two barques, one relating to tariff rates, fares and freights and the other relating to the expenses and they both must float on the level of prices. In order that the equilibrium may be maintained between them, whenever the level of prices rises they must ascend and when the level of prices descends, they must drop. That, Sir, is the fundamental cardinal principle which must regulate railway administration, but the history of the last few years proves that railway administration has not been conducted on these lines. Sir, what I am saying can be made clear by one single illustration. When wheat sells at Rs. five a maund, a freight of Re. one from Lahore to, say, Karachi or Calcutta, may be reasonable. But when wheat sells at Rs. two a maund, if the same rate is retained or if further enhanced, that would be disastrous. Sir, it is not only a question of the rates and fares, but there is also the connected question of the expenditure incurred and involved in the working of railways. Before dealing with the state of affairs, as it existed some time back, I would like to make a survey of the last few years in order to prove it to the House that the steps taken by the railway administration in managing the affairs of the railways were not in consonance with reason or established principles of business.

Sir, the railways have been admittedly run at a loss for the last five 4 P.M. years. The loss amounts to Rs. 72 crores. I include in that figure the unpaid share of the stipulated amount that was to be contributed towards the general revenues. The railways have yet to pay a debt of about 26 crores on this account. Besides, the depreciation fund has been depleted: the railway reserve has been eaten up and the stores balances, which stood at a very high figure some years back, have been practically exhausted. This is the result of the working of the railways of the last five years. So far as the budget year is concerned, the budget indicates that there will be a deficit of about two crores. But the real deficit comes to about eight crores, for, if we add to the actual deficit as shown in the budget the amount that has to be contributed to the general revenues, we find that the deficit comes to not less than eight crores. It would have been more had the new method of calculating the depreciation fund not been adopted. There is a difference of 45 lakhs between the amount credited to the depreciation fund last year and that proposed in the budget for the coming year. If the old method of calculating the fund had been continual for the next budget year, then the deficit would have been greater still. I think the remarks that I have made will leave no room for doubt as to the proposition I stated at the outset. In short, during the last five years, the railways have been working at a net loss of more than 72 crores and the railways have to pay a debt of 26 crores to the general revenues and the deficit during the budget year will not fall short of eight crores. These facts are indisputable. It is made out by the Honourable Member for Railways that things are brightening up. What he said in the

[Pandit Govind Ballabh Pant.]

course of his speech and the papers that have been placed before us are meant to convey the impression that they have turned round the corner and that the position has changed. In fact, even that is not quite correct. What is the criterion? Even if we go back to another quinquennium we still find that the financial condition is much worse than what it was even ten years back. I would not like to go backwards beyond the year 1924-25, as it was in that year that the new system of accounting and of the separation of railway budget from the general budget was introduced. So, comparisons prior to 1924-25 might not be altogether safe. But taking 1924-25, as the starting year from which the new accounts came into operation, what do we find? We find that while the mileage has increased the railway receipts have really decreased, surpluses have been converted into deficits; the net revenue per crore of the capital at charge has gone down and the income per mile has also gone down. It is not fair to restrict the comparison to the amounts of receipts only as the Honourable the Finance Member did. We have to take into account the capital at charge in various years, and we have also to take into account the route mileage of the railways that were owned by the State, whether managed by the State itself or by companies. We find, in fact, that while the capital at charge has grown by about 25 per cent. and the mileage has also grown by almost as much between 1924-25 and the budget year, the revenue has actually gone down by about 10 per cent. It was about 100 crores in 1924-25, while in the budget year, it is expected to border on the line of about 90 crores. On the other hand we find that the working expenses are, in fact, more than in 1924-25. If we include the charges for depreciation, the working expenses in this year will be found about five per cent. higher than they were in 1924-25. Further, we have to take an important and vital point into consideration and that should be given the great weight it deserves. In 1924-25, the index figure of general prices stood at about 230, while the index figure for general prices in the current year stands at about 130. Coupled with this phenomenal fall in prices, all that I have observed becomes still more deplorable, striking and significant and fully demonstrates the extravagant, unscientific and perverse methods of the administration of railways in this country. Sir, the level of prices having come down by about 50 per cent., the railways should have effected commensurate economies in the administration. There were various ways, such as amalgamation and grouping, standardisation, encouragement of indigenous industries, manufacture and stores and others, but I will not dwell on these aspects at this stage. I am concerned with one main feature and that is the reduction in the pay bill. I can understand sympathy with people who are underpaid. One may understand their desire to help those people who are getting no more than up to Rs. 200 or Rs. 300. But how can any sane man justify the proposal, in the face of this state of utter bankruptcy, to restore the salaries of those people who are receiving thousands and in addition the Lee Commission privileges, overseas pay and passages? How on earth can any Government, can any administration, which has been put to a loss of more than 72 crores in the last five years and has to undergo a loss of about eight crores even during the budget year, justify the restoration of the salaries and the withdrawal of the cut in the case of people drawing thousands a year and in some cases every month? Sir, I presume that you are aware of the pay that public servants get in England. The Prime Minister does not receive more than £4,000.

The Honourable Sir James Grigg (Finance Member): No, it is £4,500.

Pandit Govind Ballabh Pant: His original pay was £5,000, and, with the imposition of the cut, it was £4,000 until a few months ago, and when half the cut was restored, it became £4,500. At the current rate of exchange, the salary of £4,000 comes to roughly Rs. 4,400 per month. What does the Minister of Transport get in England? It is £1,700. The Parliamentary Secretary, Transport, gets £1,080. These are the rates of pay that men in charge of the huge machine there, of all sorts, means, and media of transport get in a rich country like England. Mind you, Sir, there in England, in spite of the fact that the last budget disclosed a surplus amount, they did not restore the salary cut by more than half. Here, my Honourable friend, the Railway Member, in spite of his admission of a fact which could not but be admitted that there is still a large deficit, comes forward and proposes the restoration of the full salary cut. He has no thought for the 47,000 people who have been thrown out of employment and have no means of livelihood at present. He does not think of the high rates and tariffs which are unbusinesslike and which hamper the progress of trade and industry in this country, but he puts forward the proposal that the salaries of those people, whom we cannot touch and whose salaries appear in the pages of this budget in crooked figures, should be raised and that the cut that had been made should be withdrawn. I submit that nothing could be more reckless. I submit, Sir, that nothing could be more stupid, I submit nothing could be more irresponsible.

Mr. M. S. Aney (Berar Representative): Callous.

Pandit Govind Ballabh Pant: One of my friends says it is callous. Yes, Sir; judged in terms of the average income and the national dividend in the country, it is nothing short of callousness of the most brutal type. But, Sir, the mischief does not end there. In fact, their entire policy is grossly unscientific and repugnant to the accepted principles of business management. What would a business man do in these circumstances? What is the ordinary person engaged in transport doing today? Can anybody who carries loads from one place to another, whether on his back or on a camel or on a horse, charge today what he was charging five or ten years back? Have not the rates come down everywhere? Have not the rates of shipping industry come down everywhere? Have not the rates of the P. & O. and other steamers gone down? And what have Government on the other side? I will not go into details but, I can say this that the rate of fare per passenger mile and of freight per ton mile today is higher than it was about five or six years ago. I have got the figures with me but I will not embarrass the House with details. The Honourable the Commerce Member said that the rates were lower. I was surprised at that statement. I will not use the word audacity. I will just read out to you what the Railway Report for 1931-32 says on page 19:

"In order to counteract as far as possible the fall in their traffic earnings, consequent on the general trade depression, the principal railways enhanced their rates and fares.

Coaching Traffic.—In the case of traffic carried by passenger train enhancements were made:—

(i) in the fares for all classes on several railways, and for third class on some others,

(ii) in the rates for luggage and parcels; the enhanced rates being about 15 per cent. more than the rates previously in force.

[Pandit Govind Ballabh Pant.]

Certain railways also withdrew some of the concessions they were allowing, e.g., week-end, holiday and other return tickets.

Goods Traffic.—In the case of traffic carried by goods train freight rates for coal were enhanced on several of the principal railways by the imposition of a surcharge of 15 per cent. In addition, Railways, after an examination of their tariffs, increased their rates for various other commodities which were considered able to bear enhanced rates, according to the local conditions obtaining on each of their respective systems."

Sir, can any impartial judge concede that this course pursued by Government was not detrimental to the larger interests of the country? What did the exigencies of the situation require? Prices had fallen by about 50 per cent: all trade, all traffic, all commerce had practically come to a stand-still; there was a deadlock in the country and national dividend had shrunk by about 50 per cent. What were the remedies adopted by Government? What would any national Government do in these circumstances? Was it or was it not the primary duty of Government, in these circumstances, to bring about a substantial decrease in the rates and fares charged for all goods and for all passengers? Does not a prohibitive tariff hamper the progress and movement of commodities and of trade and commerce? Does it not stand in the way of industrial development, and is it not obvious that when prices go down by 50 per cent. and the rates and fares are increased it is nothing if not the freak of a perverted and inverted and stupid order of things? I submit, Sir, Government could not have done worse; no enemy could have done worse than what the Commerce Department did in these circumstances. Sir, that the present rates are prohibitive is proved by what the Honourable the Commerce Member told us the other day. He told us that he had made some little reduction in the North Western Railway which had resulted in an increase of eleven per cent. in the number of third class passengers. What does that show? It proves that the present rates are beyond the means of the masses of the people in this country. Whenever the freights are lowered there is a larger volume of traffic and a larger quantity of goods carried from one place to another. That clearly proves that the present standard is prohibitive and unless it is cut short there can be no recovery. We are here face to face with a gigantic problem. Unemployment stares us in the face on the one side, dislocation in the industrial world presses us on the other. And what are the remedies that the mighty devise to meet the situation? There is my Honourable friend, the Finance Member, fresh from England, and he will be able to tell the Government how many millions of pounds, for the relief of unemployment or old-age pensions or for other things, are every year provided by the British Government in England. What is being done in this country for the encouragement of trade and commerce and for keeping the rates and fares at a level with the general level of prices? I wish the Commerce Member had some spare moments at least to hear an account from the Finance Member of what is being done in other countries. And what has he been doing here?

Mr. D. K. Lahiri Chaudhury (Bengal: Landholders): Even compare the salaries.

Pandit Govind Ballabh Pant: My Honourable friend, Mr. Lahiri Chaudhuri, wants me to make a comparison of the salaries. I am prepared to do that. I have just told you, Sir, that the salary of the Minister of Transport in England comes to about £1,700 which is about Rs. 2,000 a month. I will not say what salary the Commerce Member gets. I will

mention only our principal railway officers. The salary of the Commissioner of Railways is Rs. 5,000, of Members of Railway Board Rs. 4,000 each, of Agents about Rs. 3,500 each—please note not per year but per month. I presume the Honourable the Commerce Member knows that the average individual in this country is perhaps ten times if not 20 times poorer than the average citizen in England; and he knows perhaps that he is 80 times, if not more, poorer than the average citizen of the United States of America. And the Commerce Member belongs to the people and we belong to him and that is the apparent reason why he occupies that place—But strange is his remedy: Gives more to those who have, from those who have not or out of the little the children of the soil possess! And that will work the salvation of the poor and the suffering and the starving masses in this country! Sir, that is the present state of affairs. And how did the Government devise its method of retrenchment and economy? They made a general cut of ten per cent in the case of all public servants getting Rs. 50 and more. In their outlook a salary of Rs. 7,000 or 8,000 is just equivalent to a salary of Rs. 50. The poor clerk at the bottom with the misfortune of early marriage and about half a dozen or a dozen children should be deprived of the same proportion of his meagre pittance as the gentleman at the top, either leading a single life, though unable to purchase a coat in 20 years, or married and having a few mouths to feed is required to do out of the thousands he gets every month. What did they do in England? In the case of salaries of £4,000 and more they made a reduction of 20 per cent, and further provided that in case this 20 per cent. cut left a margin above £4,000, the salary will be still further reduced and brought down to £4,000. In the case of people getting between £2,000, and £4,000, the reduction was 15 per cent.; in the case of those getting between £1,000 and £2,000 it was 10 per cent.; and in the case of those between £200 and £1,000 the reduction was only by 5 per cent. and there were no cuts below £200. There they made some discrimination between the needs and requirements, the resources and the means of different classes. But here, when it comes to heaping disabilities, we on this side alone are selected for that purpose. The Arms Act applies only to us. But when it comes to making cuts in money, then we are treated uniformly, with equity, with justice, without discrimination. I, however, would have no quarrel if some discrimination had been made in the matter of this restoration of salary cuts. I would have no quarrel in fact if a general policy of levelling up and levelling down had been followed in this country. I would have no quarrel if men receiving Rs. 200 or Rs. 250 or even Rs. 300 had been given back the little that had been taken away from them; but how can anybody on earth justify the attitude of the Government in restoring the salaries of those who had been receiving thousands before, who have now to pay much less for their requirements? I believe Honourable Members of this House have seen the Report of the Lee Commission. On what did the Lee Commission base its recommendations? Why did it propose an increase in the salary? I have got the report with me: the recommendations were based essentially and substantially on one point, namely, the rise in prices between 1919 and 1928: on account of the rise in prices money had lost in value and consequently it was considered necessary by the Commission and the Government to revise the salaries in order to make compensation for the rise in prices. But, now, when there is an unprecedented fall in prices we are told curiously enough "we are bound by a solemn pledge and we have to fulfil it". What is the pledge? I do not understand.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has already exceeded half an hour.

Pandit Govind Ballabh Pant: Then I will conclude: I am thankful to you, Sir, for your indulgence: I submit that the administration of railways is irrational, anti-national, and detrimental to the larger interests of the railways themselves, and the course which the Government has adopted, during the last few years, is perverted, stupid and harmful.

Mr. President (The Honourable Sir Abdur Rahim): Cut motion moved:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 10."

Mr. Ghansham Singh Gupta (Central Provinces Hindi Divisions: Non-Muhammadan): Sir, I support the motion moved by my respected friend, Pandit Govind Ballabh Pant, and I shall scrupulously follow the advice that was given to us. I will neither import heat nor shall I import vehemence into this debate. I shall confine myself to certain points that I want to bring to the notice of this House. It is well known that the bulk of the population of India lives in the villages, that the bulk of the population is agricultural. From the budget I have not found any instance, any passage, in which I can see that this Railway Budget has been so prepared as to look to the interests of the agriculturists. The interests of the agriculturists appear to be nobody's business in this House. The reason is that they are not vocal.

Mr. President (The Honourable Sir Abdur Rahim): Is the Honourable Member speaking to the motion which has been moved by Pandit Govind Ballabh Pant? There is nothing about agriculturists there.

Mr. Ghansham Singh Gupta: The railway policy has been so administered as not to look to the interests of the agriculturists, and I shall give only one or two instances of that. One is that the fencing system of railways has not been extended. I have not seen in the budget speech or in the railway report anywhere as to how many miles of railways have been fenced more than they were before this year. The next thing is this: that although facilities for the transport of coal and other things that help industries have been provided in the current year's budget, nothing has been done to support the agriculturists. It is said that any support that should be given must be given openly and directly and not indirectly. If that is the case, why should there have been any relief in the case of coal? I put it to the Government Member, if you wanted to give direct and open support, why did you not give such support to coal and other industries? I have no quarrel with the support indirectly given by way of reduction of freight in the case of coal; but my submission is this: that if you are against giving indirect support to any matter, why then say that so far as agricultural things are concerned we only believe in the open method of help and not in this indirect method of help? I want to know and I put this straight question: has any reduction in the fare of agricultural cattle or agricultural implements been made? It may be said that certain facilities have been given on agricultural produce. While such facilities indirectly of course help the agriculturist, it helps also the commerce and industrialist.

Mr. President (The Honourable Sir Abdur Rahim): The Chair reminds the Honourable Member that he is not really speaking to the motion before the House: it is not freights or rates.

Mr. Ghansham Singh Gupta: I shall try and come to the point. (Laughter.) I am a new man in this House. I shall try to say this: that the railway administration should have been so managed as to give some relief to the vast population which is mainly agriculturist. Take another point in which the railway administration has not done its duty, that is, the Indianisation of the services.

Mr. President (The Honourable Sir Abdur Rahim): The Chair thinks the Honourable Member is going to another point which also is not covered by this motion.

Mr. Ghansham Singh Gupta: All right: I will leave that point. What I want to say is this; that the railway administration should have so functioned as to be of service to the vast population which is, I again say, agricultural: I do not know whether I am to the point or not: my friend Pandit Govind Ballabh Pant's cut is of a general nature: it is a miscellaneous cut under the demand Miscellaneous. I stand subject to correction, and I shall always be ready to correct myself—I thought that we could touch all miscellaneous subjects. My Deputy Leader has confined himself to one point out of that miscellaneous item, and I wanted to confine myself to another point from that miscellaneous item. Now, Sir, there is one thing that I wish to bring to the notice of the Railway Board, and it is this, that the railway should be properly fenced. The other thing I want to mention is that freights on agricultural cattle and agricultural implements should be reduced, and the reason is quite obvious. Sir, I come from a place, which is suffering very much, for want of reduction of freights and fares. The Bengal Nagpur Railway has not been fenced from Nagpur right up to a long way towards Calcutta, with the result that in Chattisgarh, which is a very important agricultural country, a good many cattle get injured. (Laughter.) Sir, if I am irrelevant, I should be excused. That is all I have to say. (Laughter.)

Mr. M. S. Aney: I move that the question be now put.

Mr. President (The Honourable Sir Abdur Rahim): The Chair takes it that there is no other Honourable Member desiring to speak.

Mr. M. Ananthasayanam Ayyangar (Madras ceded Districts and Chittoor: Non-Muhammadan Rural): I wish to speak.

Mr. President (The Honourable Sir Abdur Rahim): The Chair will put the question. The question is that the question be now put.

The motion was adopted.

Mr. President (The Honourable Sir Abdur Rahim): Sir Joseph Bhole.

The Honourable Sir Joseph Bhole: Sir,

Mr. S. Satyamurti: On a point of order, Sir. I find when this debate is going on, the Government never interfere until the closure is moved. No doubt, when the closure is made, it is in your discretion to allow the Mover of the motion to reply; but, Sir, I want to suggest to you respectfully that it will be possible for this House to debate these motions, as

[Mr. S. Satyamurti.]

they should be debated, if you exercise your discretion only occasionally, when you feel that the Mover should have a right of reply. The Standing Order makes it quite clear, that when once a closure is accepted by you and it is agreed to by this House, the right of reply lapses, unless you, in your discretion, permit the Mover to reply. I made a suggestion yesterday to the Government, but they did not accept it. This is really becoming a one-sided show, and I suggest, Mr. President, that, in the interest of a proper debate, you should not allow the Honourable the Commerce Member to reply.

Mr. President (The Honourable Sir Abdur Rahim): As regards the point of order raised, it has always been the practice to give the Government Member the right of reply, and though there may be discretion lodged in the Chair, this has been the universal practice, and the Chair does not propose to depart from it.

As regards the Members of the Treasury Benches not intervening earlier in the debate, that is a matter in which the Chair cannot intervene, and it must be left to the Government Member and other official Members to decide when they can usefully take part in the debate, though the Chair might suggest that it would perhaps help the Opposition if they knew what the Government have got to say on any particular point that is raised. Beyond that, the Chair is not prepared to go at present.

The Honourable Sir Joseph Bhoré: Sir, with reference to the remarks that have fallen from the Chair, may I make just one point, and it is this, that during these debates on motions for cuts in connection with demands, the main object of Government, I take it, is to give to the House information on the points that have been raised, and it is quite impossible, Sir, for me to get up, or for any other Member on the Government side to get up, after one or two speakers have spoken and give all the information that the House might require in connection with the question at issue. We must wait to hear the course of the debate. In this particular case, Sir, may I bring to your notice that there were only two speakers on the opposite side, and I do not think that any blame can rest upon me for not rising before.

Now, may I, Sir, confine myself to what I take to be the real object of my friend's motion today, which is to draw attention to the removal of the cut on the pay of railway employees. In regard to that matter, I have very little to add in explanation of our action to what I have already said in the course of my Budget speech. I would suggest to the House that the question at issue is of much more general application and that it could much more appropriately be ventilated when the General Budget is taken up. The Railways have merely applied the decision which was taken by the Government of India in regard to all members of their services. It is a mere accident, Sir, that the Railway Budget happens to precede the General Budget in point of time, and I would again suggest that the House might suitably postpone the discussion of this matter until the General Budget is in process of mutilation at its hands. (Laughter.) The reason, Sir, why we felt compelled to apply the decision of Government in this matter to Railways, I have already explained. In the first place, a good many of our servants are Government servants and it would have been impossible to deny to them the application of a decision which was

being applied to all other Government servants. In the second place, our lower paid staff would,—and I think quite naturally—have resented their being singled out for special invidious treatment, more particularly when there is not an unreasonable prospect of our being able to balance our Budget, so far as the commercial lines are concerned, without the help of the cut. If the motion is carried, it will be calculated, I submit, to lead to a very large measure of hardship on the lower paid employees. I am not able to allocate the total of the cut which has been restored, between each category and each grade of railway servants, but we had a calculation made some time ago. We took a certain level—those drawing Rs. 500 and above and those drawing Rs. 500 and below. I can assure the House that something like 90 per cent. of this cut will go to those who are drawing less than Rs. 500 a month. In regard to the suggestion that the cut may be maintained on the higher paid officers, I would say that, if that suggestion is prompted by a desire to secure economy, then from the figures that I have just given to the House, there is no question of any material economy. It would only lead, so far as I can see, to resentment on the part of those who have been singled out for special treatment, and I submit that it is not worth our while, for a comparatively paltry sum, to arouse resentment which can only work to the detriment of the railways. Sir, I must oppose the cut motion. (Cheers.)

Mr. President (The Honourable Sir Abdur Rahim): The question is:

“That the demand under the head ‘Miscellaneous Expenditure’ be reduced by Rs. 10.”

The Assembly divided:

AYES—59.

Aaron, Mr. Samuel.
 Abdul Matin Chaudhury, Mr.
 Aney, Mr. M. S.
 Asai Ali, Mr. M.
 Ayyangar, Mr. M. Ananthasayanam.
 Azhar Ali, Mr. Muhammad.
 Ba Si, U
 Badi-uz-Zaman, Maulvi.
 Bajoria, Babu Baijnath.
 Banerjee, Dr. P. N.
 Baqui, Mr. M. A.
 Bhagavan Das, Dr.
 Chattopadhyaya, Mr. Amarendra Nath.
 Chettiar, Mr. T. S. Avinashilingam.
 Chetty, Mr. Sami Vencatachelam.
 Das, Mr. B.
 Das, Mr. Basanta Kumar.
 Das, Pandit Nilakantha.
 Datta, Mr. Akhil Chandra.
 Desai, Mr. Bhulabhai J.
 Deshmukh, Dr. G. V.
 Fakir Chand, Mr.
 Gadgil, Mr. N. V.
 Giri, Mr. V. V.
 Govind Das, Seth.
 Gupta, Mr. Ghansham Singh.
 Hoemani, Mr. S. K.
 Iwar Saran, Munshi.
 Jedhe, Mr. K. M
 Jogendra Singh, Sirdar.

Khan Sahib, Dr.
 Khare, Dr. N. B.
 Lahiri Chaudhury, Mr. D. K.
 Maitra, Pandit Lakshmi Kanta.
 Mangal Singh, Sardar.
 Mudaliar, Mr. C. N. Muthuranga.
 Muhammad Ahmad Kazmi, Qazi.
 Murtuza Sahib Bahadur, Maulvi
 Syed.
 Nageswara Rao, Mr. K.
 Pant, Pandit Govind Ballabh.
 Raghuraj Narayan Singh, Choudhri.
 Raju, Mr. P. S. Kumaraswami.
 Ranga, Prof. N. G.
 Saksena, Mr. Mohan Lal.
 Sant Singh, Sardar.
 Satyamurti, Mr. S.
 Sham Lal, Mr.
 Shankat Ali, Maulana.
 Sheodass Daga, Seth.
 Singh, Mr. Deep Narayan.
 Singh, Mr. Ram Narayan.
 Sinha, Mr. Satya Narayan.
 Som, Mr. Surya Kumar.
 Sri Prakasa, Mr.
 Thein Maung, Dr.
 Thein Maung, U
 Umar Aly Shah, Mr.
 Varma, Mr. B. B.
 Vissanji, Mr. Mathuradas.

NOES—47.

Abdul Aziz, Khan Bahadur Mian.
 Ahmad Nawaz Khan, Major Nawab.
 Allah Bakhsah Khan Tiwana, Khan
 Bahadur Nawab Malik.
 Ayyar, Rao Bahadur A. A.
 Venkatarama.
 Bajpai, Mr. G. S.
 Bhowe, The Honourable Sir Joseph.
 Buss, Mr. L. O.
 Chatarji, Mr. J. M.
 Clow, Mr. A. G.
 Craik, The Honourable Sir Henry.
 Dalal, Dr. R. D.
 DeSouza, Dr. F. X.
 Drake, Mr. D. H. C.
 Gajapatiraj, Maharaj Kumar Vijaya
 Ananda.
 Graham, Sir Lancelot.
 Grigg, The Honourable Sir James.
 Hockenhull, Mr. F. W.
 Hossack, Mr. W. B.
 Hudson, Sir Leslie.
 James, Mr. F. E.
 Jawahar Singh, Sardar Bahadur
 Sardar Sir.
 Kirpalani, Mr. Hiranand Khushiram.
 Lal Chand, Captain Rao Bahadur
 Chaudhri.

Lindsay, Sir Darcy.
 Mehr Shah, Nawab Sahibzada Sir
 Sayad Muhammad.
 Metcalfe, Mr. H. A. F.
 Miligan, Mr. J. A.
 Monteath, Mr. J.
 Morgan, Mr. G.
 Mukerjee, Mr. N. R.
 Mukherjee, Rai Bahadur Sir Satya
 Charan.
 Nayar, Mr. C. Govindan.
 Noyce, The Honourable Sir Frank.
 Owen, Mr. L.
 Raisman, Mr. A. J.
 Rajah, Rao Bahadur M. C.
 Rau, Mr. P. R.
 Sarma, Mr. R. S.
 Scott, Mr. J. Ramsay.
 Scott, Mr. W. L.
 Sher Muhammad Khan, Captain
 Sardar.
 Singh, Mr. Pradyumna Prashad.
 Sircar, The Honourable Sir Nripendra.
 Sloan, Mr. T.
 Swithinbank, Mr. B. W.
 Tottenham, Mr. G. R. F.
 Tylden-Pattenson, Mr. A. E.

The motion was adopted.

Mr. President (The Honourable Sir Abdur Rahim): The Chair does not think the Nationalist Group would like to move their motion today. There are only a few minutes left. The Chair, therefore, adjourns the House till Monday morning.

The Assembly then Adjourned till Eleven of the Clock on Monday, the 25th February, 1935.