

26th February 1936

THE
LEGISLATIVE ASSEMBLY DEBATES

(Official Report)

Volume II, 1936

(17th February to 27th February, 1936)

THIRD SESSION
OF THE
FIFTH LEGISLATIVE ASSEMBLY,
1936



NEW DELHI
GOVERNMENT OF INDIA PRESS
1936

Legislative Assembly.

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MR. M. S. ANEY, M.L.A.

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LEGISLATIVE ASSEMBLY.

Wednesday, 26th February, 1936

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.

Lieut.-Colonel Sir Henry Gidney (Nominated Non-Official): May I ask you to consider that when Mr. Giri's cut motion was under discussion, the motion for adjournment came on at 4 P.M. and it occupied two hours of the House. May I request you to waive the question hour today and tomorrow so that we can discuss this very important cut motion of Mr. Giri relating to the grievances of railway workers?

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member wants me to dispense with questions today? If that is the general wish of the House I have no objection.

The Honourable Sir Muhammad Zafrullah Khan (Member for Commerce and Railways): The matter is entirely in your hands, and if that is the wish of the House, I have no objection to it. But I may point out that only 20 minutes of the allotted time was lost owing to the adjournment motion yesterday, not even half an hour.

Mr. President (The Honourable Sir Abdur Rahim): In that case I will stop questions at twenty minutes to twelve.

Lieut.-Colonel Sir Henry Gidney: I do not know how the Honourable Member arrives at twenty minutes only.

The Honourable Sir Muhammad Zafrullah Khan: The arrangement was that this particular cut should begin at a quarter past four, so that there should be 45 minutes yesterday and 45 minutes today for its discussion. Instead of beginning at 4-15, the discussion began at 3-30 or 3-35 and stopped at 4 o'clock, so that instead of 45 minutes, Honourable Members had only 25 minutes yesterday, and thus lost 20 minutes.

Mr. N. M. Joshi (Nominated Non-Official): In view of the fact that this question is of great importance, if we get a few minutes more, I hope the House will not grudge it.

The Honourable Sir Muhammad Zafrullah Khan: That was the arrangement that was arrived at, and if you do not stick to it, it will be very difficult to follow any arrangement hereafter.

Mr. President (The Honourable Sir Abdur Rahim): I will stop questions at twenty minutes to twelve.

QUESTIONS AND ANSWERS.

RELEASE OF POLITICAL PRISONERS.

827. ***Mr. Mohan Lal Saksena:** (a) Are Government aware of the reply given in the British Parliament by the Under Secretary of State for India in December last, regarding the release of political prisoners in India?

(b) If so, will Government be pleased to state if they have considered the question?

(c) In case they have not considered the question are Government prepared to consider the feasibility of releasing all the political prisoners during the course of the present year?

The Honourable Sir Henry Orsk: (a) Yes.

(b) No.

(c) No.

PLIGHT OF INDIANS IN ZANZIBAR DUE TO THE LAND ACQUISITION AND CLOVE GROWER'S DECREES.

828. ***Mr. Mohan Lal Saksena:** I will only put part (a), Sir.

(a) Have Government received any representation from the President, Imperial Citizenship Association, regarding the plight of Indians in Zanzibar because of the Land Alienation and Clove Grower's Decrees?

Sir Girja Shankar Bajpai: (a) Yes.

Mr. S. Satyamurti: Are they investigating this representation?

Sir Girja Shankar Bajpai: Yes.

Mr. T. S. Avinashilingam Chettiar: What action do they propose to take in this matter?

Sir Girja Shankar Bajpai: That is a point which I have already answered.

DISABILITY PENSION CLAIMS.

829. ***Bhai Parma Nand:** Is it not a fact that disability pension claims of those retiring on a pay of Rs. 200 per month or more are payable in sterling and that they are to be converted at the rate of 1s. 4d. to the rupee if the pensioner was in Government service on 1st February, 1921 in the spirit of paragraph 24, Pension Regulations, India?

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

NOMENCLATURE OF THE HINDU COMMUNITY IN THE NEW CONSTITUTION.

830. ***Bhai Parma Nand:** (a) Is it a fact that in the new constitution the separate representation is given to various communities, such as Muslims, Christians, Sikhs, Anglo-Indians and Europeans residing in India?

(b) Is it also a fact that Hindus are the only community that are described under the term 'General'?

(c) If the answer to parts (a) and (b) be in the affirmative, why is it that in the constitution the Hindu community is not described under its definite name?

The Honourable Sir Nripendra Sircar: (a), (b) and (c). The Communal Decision of His Majesty's Government, which has been endorsed by Parliament, accepts the principle of separate electorates for the Muhammadan, Sikh, Indian-Christian, Anglo-Indian and European communities. It is not a fact that Hindus are the only community that are described under the term 'General'. The term, though it chiefly represents Hindus, actually includes also those persons belonging to other communities for whom separate electorates have not been provided.

Mr. S. Satyamurti: May I know if, to the knowledge of the Government, the word "General" is used for all communities which have not got separate electorates, in the hope that some day there will be a general electorate for all, and that the general electorate will include all the communities?

The Honourable Sir Nripendra Sircar: What am I to answer?

Mr. S. Satyamurti: I am asking whether, to the knowledge of Government, the word "General" is used for all communities for which separate electorates have not been provided, in the hope that some day these separate electorates will be abolished, and there will be a general electorate which will represent all the communities?

The Honourable Sir Nripendra Sircar: It is difficult to say what is the hope. So many hopes have been dashed to ground that I would not like to make any announcement about hopes.

Bhai Parma Nand: May I know what are the communities and what is their strength, which are included in this word "General"?

The Honourable Sir Nripendra Sircar: I said that their strength is very little because I think I said in my answer that it is chiefly Hindus. But offhand I can suggest the names of Parsis, the Jains, the Animists, and so on. They are included in the word "General" although they are not Hindus.

Bhai Parma Nand: Do you consider the Jains and the Animists as non-Hindus?

The Honourable Sir Nripendra Sircar: They may be Hindus for certain purposes in certain rulings, but I do not consider them to be Hindus so far as the electoral rules are concerned.

Bhai Parma Nand: For constitutional purposes, are they not Hindus?

The Honourable Sir Nripendra Sircar: My view as to what they are really does not matter. The Government cannot force their view on the Jains and compel them to call themselves Hindus, in connection with electoral rules.

Bhai Parma Nand: Is it not a fact that they call themselves Hindus?

The Honourable Sir Nripendra Sircar: May be they call themselves Hindus on occasions when it suits their purpose.

PAY OF TRAVELLING TICKET INSPECTORS, ETC., ON THE EAST INDIAN RAILWAY.

831. ***Qazi Muhammad Ahmad Kazmi:** (a) With reference to the reply given to starred question No. 744, on 26th September, 1935, parts (a) to (e), will Government be pleased to refer to Annexure D on page 12 of the Memorial preferred by the old Travelling Ticket Inspectors of the East Indian Railway, dated the 2nd October, 1935, to His Excellency the Governor General of India in Council?

(b) When it has been acknowledged by Government in reply to a supplementary question to the above starred question that ".....decisions and orders that were passed are not confidential" (concerning the meeting held at Calcutta on 3rd May, 1927), will Government be pleased to state if it is a fact, or not, that the said Committee agreed that the Travelling Ticket Inspectors on transfer to Operating Department will get the pay of Accounts Department *plus* average mileage?

(c) Will Government be pleased to state if it is a fact that the information given to Government that *no rules were framed as a result of that meeting* as stated in this House in reply to a supplementary question to starred question No. 744, dated the 26th September, 1935, is wrong? Are Government aware of the rules in Annexure E on page 13 of the Memorial referred to in part (a) above and which were circulated by the Agent, East Indian Railway, with his No. T. E./65/OD/Crew, dated the 9th August, 1927?

(d) Is it a fact that Government were kept in the dark regarding the existence of these important rules?

(e) Are Government now prepared to look into the claim of these employees for the pay of the Accounts and average mileage allowance in accordance with the decision of the meeting held at Calcutta on 3rd May, 1927, and the rules framed in pursuance of this decision (Annexures D and E of the printed Memorial)?

The Honourable Sir Muhammad Zafrullah Khan: (a) and (b). As already stated in reply to the question referred to, Government regret that they are unable to disclose the recommendations made by the Committee.

(c), (d) and (e). Government regret that the information given in reply to starred question No. 744 on the 26th September, 1935, which followed the reply given to part (b) of question No. 690 asked by Mr. Mohd. Rafique on the 20th September, 1928, was inaccurate. The answers were not based on information furnished by the East Indian Railway Administration but on the information available in the Railway Board's office which was apparently incomplete. Government have since been informed that rules were framed and issued by the Agent, East Indian Railway.

The fact that these rules were promulgated does not, however, in the opinion of Government affect the point at issue and Government are not prepared to revise their orders regarding the pay and allowances of the staff concerned.

Qazi Muhammad Ahmad Kazmi: Are Government not prepared to abide by the rules that they themselves have framed?

The Honourable Sir Muhammad Zafrullah Khan: I have not said that there is any question of not abiding by the rules.

Qazi Muhammad Ahmad Kazmi: Is it not a fact that a certain provision was made for people who were transferred from the accounts branch to the operating branch and rules were framed to regulate their pay and allowances? And will the Government abide by those rules or are they going to disregard them?

The Honourable Sir Muhammad Zafrullah Khan: If the Honourable Member will specify the provision he has in mind I shall give a reply.

Qazi Muhammad Ahmad Kazmi: In the memorial that was sent to His Excellency the Viceroy the rules were mentioned, and that has been referred to in the question itself, parts (a) to (e). The rules are to the effect that people who will be transferred from the accounts branch to the operating branch will be entitled to have their pay with a consolidated allowance. Will Government abide by those rules or not?

The Honourable Sir Muhammad Zafrullah Khan: Government are prepared to abide by whatever rules are laid down.

Qazi Muhammad Ahmad Kazmi: Are the rules that are quoted in the memorial—are they, in fact, the rules?

The Honourable Sir Muhammad Zafrullah Khan: Everything that was quoted in the memorial or attached to the memorial was carefully considered when the memorial was considered by Government.

Qazi Muhammad Ahmad Kazmi: But, so far as I am concerned, I am entitled to know whether the rules that are quoted are the rules or not? And is it not going against those rules when the people are not given those consolidated allowances and advances in grade that they are claiming for?

The Honourable Sir Muhammad Zafrullah Khan: In Government's decision to change these mileage allowances to a consolidated allowance there has been no contravention of the rules.

Qazi Muhammad Ahmad Kazmi: May I know if the Government obtained legal opinion as to the interpretation of the rule in question?

The Honourable Sir Muhammad Zafrullah Khan: No.

Dr. Ziauddin Ahmad: May I ask one question. Is it not a fact that Government have got some definite rule when persons are transferred from one department to another. Will not the same rules apply to these T. T. Is.

The Honourable Sir Muhammad Zafrullah Khan: I cannot say offhand but if the Honourable Member will put down a definite question I shall give a definite reply.

PAY OF TRAVELLING TICKET INSPECTORS AND EXAMINERS ON THE NORTH WESTERN AND EAST INDIAN RAILWAYS.

S32. *Qazi Muhammad Ahmad Kasmi: (a) Will Government be pleased to state if it is a fact that the old Travelling Ticket Examiners and Inspectors of the North Western and East Indian Railways were brought on to the new scales of pay with effect from 1st June, 1931?

(b) Is it a fact that the East Indian Railway staff were restored to their old scale of pay with the benefit of increments therein?

(c) Is it a fact that the North Western Railway staff were also granted the option of retaining *the old scale of pay* (vide letter No. 822-E.G., dated the 16th August, 1933, from the Railway Board)?

(d) Is it a fact that this concession to the North Western Railway staff was allowed "having a regard to the concessions granted in somewhat similar circumstances to similar staff on other State-managed Railways"?

(e) Is it a fact that the East Indian Railway staff have been denied grade advancement according to their old grades and the North Western Railway staff are allowed to enjoy this concession?

(f) Are Government prepared to issue orders on the subject so that the anomaly leading to a differential treatment in respect of the East Indian Railway staff is removed in regard to this question of grade advancement? If not, will Government be pleased to state in what respects the circumstances of the East Indian Railway employees are different and not similar to those of the North Western Railway Staff, and what is meant by having granted this concession "in somewhat similar circumstances to similar staff on other State-managed Railways"?

The Honourable Sir Muhammad Zafrullah Khan: Government have, during the last five years, already replied to more than 400 questions concerning Travelling Ticket Inspectors, Travelling Ticket Examiners and similar staff on the North Western and East Indian Railways giving detailed information covering almost every aspect of this subject and I would refer the Honourable Member to these replies.

Government have given the whole subject their very careful consideration and have granted the staff concerned the maxima concessions in pay, allowances and prospects that they consider justifiable. Government are not prepared to revise these orders and, in the circumstances, consider that no useful purpose will be served by providing further information on this subject.

Sardar Sant Singh: In view of the fact that there is a strong difference of opinion between the Government and all these persons affected on the North Western Railway as well as the East Indian Railway, are they prepared to appoint an arbitrator to go into this question.

The Honourable Sir Muhammad Zafrullah Khan: No, Sir.

Dr. Ziauddin Ahmad: May I know whether it is cheaper for the Government to accede to these demands or spend money in answering these questions?

The Honourable Sir Muhammad Zafrullah Khan: If this principle were applied all over the administration, I do not know where it would land us.

SELECTION OF CADETS FOR TRAINING ON THE "DUFFERIN".

833. ***Mr. Amarendra Nath Chattopadhyaya:** (a) Is it not a fact that in October, 1933, an open competitive examination for selection of cadets for the Training Ship "Dufferin" was held at Bombay, Calcutta, Lahore, Lucknow, Patna, Delhi, Rangoon and Karachi?

(b) Is it not a fact that sixty-five candidates passed and were invited for interview and selection at Bombay?

(c) Will Government lay on the table a list of those sixty-five candidates in order of merit at the examination?

(d) How many of them were (i) Anglo-Indian Christian (ii) Parsees, (iii) Muhammadan, and (iv) Hindu, candidates?

(e) Is it not a fact that in January 1934, amongst successful candidates from the Calcutta centre, two Anglo-Indian and one Parsee candidates were finally selected as cadets? If so, what was their place and position in order of merit at the examination held in October 1933?

(f) Was there any seat reserved for candidates of Anglo-Indian community, or for the candidates of the Parsee community?

(g) Is it not a fact that in January 1934, all the Hindu and Muhammadan candidates from the Calcutta centre were rejected at Bombay?

(h) If so, what was their place and position in order of merit at the examination held in October 1933?

The Honourable Sir Muhammad Zafrullah Khan: (a) Yes; a qualifying examination was held at the places named by the Honourable Member and also at Madras.

(b) Yes.

(c) and (d). I lay on the table two statements giving the information desired.

(e) Three Anglo-Indians and one Parsee were finally selected as cadets. Two of the Anglo-Indian boys were ranked 15th in order of merit, while the third was 62nd on the list. The Parsee candidate stood 19th.

(f) No.

(g) No Muhammadan candidate from the Calcutta centre passed the qualifying examination. Of the two Hindu candidates who were successful one did not pass the interview while the other failed in the eyesight test.

(h) The position of the two Hindu candidates in question was 6th and 30th, respectively.

List of candidates in order of merit who passed the 1933 October Qualifying Examination and were invited for interview and selection at Bombay.

Serial No.	Name.	Marks obtained.	Serial No.	Name.	Marks obtained.
		(Maximum Marks 450).			(Maximum Marks 450).
1	V. V. Sheshadri	333		A. Krishnan	251
2	George M. Phillip	315	34	K. D. Morada	251
3	Thomas E. M. Rosario	314		P. A. Malekout	251
	Mohammad A. Alavi	314	37	Gurudatha Saohdeva	250
5	Rajinder Nath Madan	292	38	C. A. Holmes	249
6	N. C. Lahiri	291	39	W. R. J. Peters	248
7	T. K. T. Srisailem	285	40	Lal Behari Chand	247
8	Yog Raj Sharma	281		Syed Burhannuddin	247
9	H. Ramaiah	280	42	Limaye, M. H.	246
10	G. H. Bloomfield	277		Josh, C. S.	242
11	C. S. Sundaram	274	43	Ghatge, V. M.	242
12	Dwarka Nath Gadi	273		Nayar, V. C. A.	242
	Narindra Jit Singh	273	46	Renolds James	241
14	R. B. Irani	272	47	Curry, D. D. R.	239
	G. W. Ewing	271		Kapadia, N. M.	239
15	I. F. Marley-Clarke	271	49	Merado, P. A.	238
	Shishir Kumar Moulik	271	50	Vishnu Prasad	237
18	R. S. Irani	269	51	Pritam Singh Marjara	236
19	Jal J. Pestonji	268	52	M. Ivan Khan	235
20	K. S. R. Reddy	267		Dass Balwant K.	235
	R. J. Ward	267	54	Braj Bhushan	234
22	J. C. Pinto	265	55	Bruce Woolen	233
23	G. E. Metcalfe	261	56	Vakil, J. Lal	232
	Prakash M. Panday	261	57	Nuel Gordon H.	230
25	I. I. Merchant	260		Verma, K. K.	230
26	Gur Bakshram Sharma	259	59	Triloki Nath Rampal	229
27	Krishnan Konthath	258		Sahi Arjan Singh	229
28	Raza Syed Naiyar	257	61	Singh Seran Gur	227
29	F. S. B. Mehta	254		Mian Asghar Ali	226
30	C. Parimal Kumar	253	62	Banwari Lal Mital	226
	J. C. N. Lionel	252		W. G. Smith	226
31	N. G. Dharmdhikari	252	65	Madan Mohanlal	225
	P. B. Dighe	252			

Distribution of candidates according to communities.

Anglo-Indians	14
Indian Christians	4
Parsees	6
Mahammadans	6
Hindus	31
Sikhs	4
	<hr/> 65

Mr. S. Satyamurti: Is there any minimum qualification prescribed, when Government go down the list of selected candidates to redress communal inequalities? Is there any minimum qualification with regard to people whom the Government select, beyond the number who come up first?

The Honourable Sir Muhammad Zafrullah Khan: I am afraid there is some misunderstanding about this matter in the mind of the Honourable Member who put this question and it might possibly also exist in the

minds of other Honourable Members. The position is this. This examination is merely a qualifying examination and not at all a competitive examination. All those candidates who pass this examination are eligible for coming up for selection. The selection is actually made by the Governing Body of the "Dufferin". When they sit to make the selection, they are not aware of the results of the qualifying examination, so that they do not know what position any particular candidate obtained in the qualifying examination, nor do they make their selection with any reference to the caste, community or religion of the candidates. They have the cadets up before them for interview and the final selection is based merely upon the interview which they have with the Governing Body. It has no reference whatsoever to their position in the results of the qualifying examination.

Mr. S. Satyamurti: Or the communities to which they belong

The Honourable Sir Muhammad Zafrullah Khan: Yes.

Qazi Muhammad Ahmad Kazmi: Has the qualifying test anything to do with the actual interview?

The Honourable Sir Muhammad Zafrullah Khan: Only those people come up for actual interview who have passed the qualifying examination.

Qazi Muhammad Ahmad Kazmi: Will Government put up some university qualification or some other qualification as the qualifying test, instead of making so many people waste their money in appearing for the examination?

The Honourable Sir Muhammad Zafrullah Khan: No, Sir.

Dr. Ziauddin Ahmad: Is it not a fact—I know from experience as a member of the Governing Body that it is a fact—that the members of the Governing Body have before them the opinions of the members of the staff beforehand and their opinion is formed on the results of this qualifying examination?

The Honourable Sir Muhammad Zafrullah Khan: Which staff?

Dr. Ziauddin Ahmad: The teaching staff. All the candidates first appear before the teaching staff of the Governing Body. They are medically examined and they are interviewed by the headmasters and they are given the numbers A, B, C, D and their recommendations are partially based upon the results of this examination. Indirectly these examinations are taken into consideration by the Governing Body.

The Honourable Sir Muhammad Zafrullah Khan: Is the Honourable Member quite sure that he is discussing the original selection for admission to the "Dufferin" and not the passing out examination from the "Dufferin"?

Dr. Ziauddin Ahmad: I am referring to the original admission.

The Honourable Sir Muhammad Zafrullah Khan: What teaching staff of the Governing Body has the Honourable Member in mind?

Dr. Ziauddin Ahmad: It will really be a great help to the members of the Governing Body if they know beforehand the opinions about A, B, C, D.

The Honourable Sir Muhammad Zafrullah Khan: With all respect, I am unable to follow the question.

Sardar Sant Singh: May I know if in the selection of the candidates any political considerations enter into the mind of the Governing Body or the Selection Board?

The Honourable Sir Muhammad Zafrullah Khan: How can I say what considerations enter into the minds of the members of the Governing Body.

SELECTION OF CADETS FOR TRAINING ON THE "DUFFERIN".

834. ***Mr. Amarendra Nath Chattopadhyaya:** (a) Is it not a fact that at page 11 of the prospectus for the cadets for the Training Ship "Dufferin", it is expressly ordered that application for entry must reach Bombay not later than 1st October of each year?

(b) Is it not a fact that in the head lines of the application form it is also written that the form should reach Bombay not later than 1st October of each year?

(c) Is it not a fact that in October 1934, an open competitive examination was held at Bombay, Calcutta, Lahore, Lucknow, Patna, Madras, Delhi, Rangoon and Karachi?

(d) Is it not a fact that only those candidates were permitted to appear at the examination, whose application forms duly reached Bombay on or before the 1st October, 1934?

(e) Is it not a fact that an application form must state whether the person concerned was applying for the executive branch or engineering branch of study?

(f) Is it not a fact that ninety-eight candidates came out successful and were permitted to appear at the medical examination and preliminary interview to be held in January 1935 at Bombay?

(g) Will Government lay on the table a list of those 98 successful candidates (marking with asterisks the candidates from the Calcutta centre) in order of merit at the examination?

(h) Is it not a fact that eight being absent, ninety candidates were medically examined at Bombay? If not, what was the exact number?

The Honourable Sir Muhammad Zafrullah Khan: (a) Yes.

(b) Yes.

(c) Yes; but the examination was qualifying and not competitive as stated by the Honourable Member.

(d) Yes; but I may explain that owing to the fact that the Training Ship "Dufferin" is moored about a mile and a half off the shore in the Bombay harbour, the mail addressed to the ship is not always available on board as early as the corresponding mail is delivered ashore. Consequently, latitude of a day or two is allowed in the case of applications

actually received in Bombay on the 1st October but delivered on board later. Further, with a view to allowing facilities to the public, applicants who submit their names by letter before the 1st October are registered provisionally and are permitted to send in their formal application forms and the necessary certificates by the 10th October at the latest.

(e) Yes. Many applicants, however, apply for "either Branch" which is permissible.

(f) The number of successful candidates was 97 and they were called for medical examination and preliminary interview at Bombay.

(g) I lay on the table a statement giving the information desired.

(h) Eight out of the 97 candidates were absent so that 89 were medically examined at Bombay.

List of candidates in order of merit who passed the October 1934 Qualifying Examination for admission to the T. S. "Dufferin".

(Candidates from Calcutta Centre are marked with an asterisk.)

Order of Merit.	Name.	Marks. Maximum 450. Marks obtained.	Order of Merit.	Name.	Marks. Maximum 450. Marks obtained.
1	Kasthuri, S.	349		Rajagopalan, L. V.	282
2	Cursetjee, Zal	340	35	Mohindra, Y. D.	282
3	Sundaram, E. S.	336		Gupta, S. R.	282
4	Bonner, G. E. R.	329		*Shahiduzzaman, A. S.	281
	Hashim, Mohd.	329	38	Syal, R. L.	281
6	Bhattacharjee, Inderjit	328		*Anwer, M. S.	281
7	Savur, M. R.	325	41	*Misra, M. C.	280
8	Ottley, R. S.	324	42	Chandar, Harish	279
	Parthasarathy, K.	316	43	Martin, P. C.	278
9	Ansari, M. A.	316	44	Honavar, S. H.	276
	Prakash, Ved	316	45	Nicholas, R. S. C.	275
	Srinivasan, V.	316	46	Myatt, A. B.	274
13	Krishnan, N.	315		*Chuckerbutty, A. N.	273
14	*Leather, G. H.	314	47	Chellappa, W. J.	273
15	*Gupta, A. K.	308		Raghavan, W. A.	273
16	Deshmukh, P. K.	307	50	Bushé, R. G.	271
17	Paul, Narendra	302	51	*Carvalho, G. E.	270
18	Nahapiet, G. C.	301	52	Thomas, W. V. C.	268
19	Esteves, D. R.	300		Athaide, Gerard	266
	Thiagarajan, R.	300	53	Pathak, B. P.	266
21	Sahai, Raghubir	299		Prasad, P. P.	266
22	Bhardwaj, A. S.	298		Nyun, M. K.	266
23	*Barua, M. L.	295	57	Sahi, A. S.	265
	Thomas, K. S.	294	58	Cooke, W. G. H.	264
24	Nambiar, A. M. M.	294	59	*Croxson, S. A.	262
	*Lahiri, R. C.	294	60	Kamath, V. A.	260
27	Bhavnani, A. G.	293		Nazareth, A. C.	260
28	D'Souza, W. G.	292	62	Ghosh, G. C.	259
	Samdani, G. G.	287	64	Halder, D. K.	259
29	Rodrigues, G. W.	287		*Hall, H. A.	257
	Harris, Herbert	286	65	Clements, E. M.	256
31	Verma, D. P.	286	66	Swarup, Govind	255
	Gupta, A. P.	285	68	*Kershaw, Peter	255
33	Elkins, Donald	285	69	Chaturvedi, B. N.	254
				Abid, S. M. Z.	252
				Meneaud, D. T. H.	252

Order of Merit.	Name.	Marks. Maximum 450. Marks obtained.	Order of Merit.	Name.	Marks. Maximum 450. Marks obtained.
71	Rajan, T. S.	251	85	Deahpande, M. M.	237
	Dees, Desmond	251	86	Muraj, G. A.	235
73	*Bose, H. M.	248		Gopal, Madan	234
	Lobo, G. M.	248	87	Zuberi, A. A.	234
75	Mukherji, L. R.	247		*Anwar, Mustafa	234
	Uberoi, S. K.	247		*Waddle, J. R. E.	234
77	Pereira, Philip	246	91	Hasnain, S. Z.	231
78	Marshall, R. W.	245		Singh, Manohar	231
79	Chakravorthy, D. P.	244	93	Kumar, B. S.	230
80	*Bose, B. C.	243	94	Viswanathan, R.	229
81	Khan, Mohammaddullah	242	95	Dwivedi, V. C.	227
82	Zakaullah, Mohamed	240	96	*Martenoz, J. A.	225
	Braganza, Dominic	240		*Barkat, M. A.	225
84	Dalal, R. N.	239			

Qazi Muhammad Ahmad Kazmi: Is the interview qualifying or competitive?

The Honourable Sir Muhammad Zafrullah Khan: I am unable to follow the question.

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

Qazi Muhammad Ahmad Kazmi: Certain marks are given at the interview. Are those marks the only test or there is some other consideration in the mind of the examiners at the time of the interview?

The Honourable Sir Muhammad Zafrullah Khan: The selection is based entirely upon the views that the members of the Governing Body form with regard to the candidates. What they themselves base their selection upon I am unable to say but except in cases where for some particular reason, members might wish to know what the position of a candidate was in the qualifying examination, they do not know what the position in the qualifying examination was when they make the selection.

Qazi Muhammad Ahmad Kazmi: Is the interview restricted to certain subjects or does the interview comprehend anything that the examiners want? Are any marks given in respect of those subjects and the candidates taken with reference to the highest marks they get at the time?

The Honourable Sir Muhammad Zafrullah Khan: I would invite the Honourable Member's attention to the prospectus of the "Dufferin".

Dr. Ziauddin Ahmad: May I just say, Sir, as an *ex-member* of the Governing Body that in the interview they only ask questions to test general intelligence and not relating to a particular subject. Twenty marks are fixed as the maximum marks for this and the marks allotted by all the members of the Governing Body are afterwards added together and those that obtain the highest marks are selected. I think those are the principles of selection.

SELECTION OF CADETS FOR TRAINING ON THE "DUFFERIN".

835. *Mr. Amarendra Nath Chattopadhyaya: (a) Will the member in charge lay on the table a list of those successful candidates, marking with asterisks the names of the candidates from the Calcutta centre, who were finally selected as cadets in the executive branch in January 1935?

(b) How many of them were (i) Anglo-Indians, (ii) Parsees, (iii) Muhammadans, and (iv) Hindus?

(c) Was there any seat specially reserved for candidates of the Anglo-Indian community or for the candidates of the Parsee community?

The Honourable Sir Muhammad Zafrullah Khan: (a) I lay on the table a statement giving the information desired by the Honourable Member.

(b) Of the candidates finally selected eight were Anglo-Indians, one Parsee, four Muhammadans, ten Hindus and two Indian Christians.

(c) No, Sir.

List of successful candidates in the 1934 October Qualifying Examination who were finally selected as Cadets in the Executive Branch in January, 1935.

(Candidates from Calcutta Centre are marked with asterisks.)

Serial No.	Name.	Serial No.	Name.
1	G. C. Nahapiet.	14	Chaturvedi, B. N.
2	Cursetjee, Z.	15	Ottley, R. S.
3	Honavar, S. H.	16	Deshmukh, P. K.
4	Srinivasan, V.	17	Prasad, P. P.
5	*Chuckerbutty, A. N.	18	Muraj, G. A.
6	Cooke, W. G. H.	19	*Croxon, S. A.
7	*Waddle, J. R. E.	20	Thomas, W. V. C.
8	Bonner, G. E. R.	21	*Rodrigues, G. W.
9	Verma, D. P.	22	Rajagopalan, L. V.
10	Zakaullah, Mohd.	23	*Shahiduzzaman, A. S.
11	*Barua, M. L.	24	Braganza, D.
12	*Anwar, Mustafa.	25	*Bose, H. M.
13	Savur, M. R.		

SELECTION OF CADETS FOR TRAINING ON THE "DUFFERIN".

836. *Mr. Amarendra Nath Chattopadhyaya: (a) Will Government lay on the table a list of those disappointed candidates of the executive branch (marking with asterisks the candidates of Calcutta centre) who duly passed the medical examination and eye-sight test at Bombay in January 1935, but were finally rejected?

(b) How many of them were (i) Anglo-Indians, (ii) Parsees, (iii) Muhammadans, and (iv) Hindus?

The Honourable Sir Muhammad Zafrullah Khan: (a) and (b). I lay on the table a statement giving the information desired by the Honourable Member.

List of the disappointed candidates of the Executive Branch who duly passed the medical examination and eye-sight test at Bombay, in January, 1935, but were finally rejected.

(Candidates from Calcutta Centre are marked with an asterisk.)

Serial No.	Name.	Serial No.	Name.
1	*A. K. Gupta.	15	B. P. Pathak.
2	Narendra Paul.	16	V. A. Kamath.
3	Raghubir Sahai.	17	G. C. Ghosh.
4	K. S. Thomas.	18	*H. A. Hall.
5	A. M. M. Nambiar.	19	*Peter Kerahaw.
6	W. G. D'Souza.	20	S. M. Z. Abid.
7	G. G. Samdani.	21	B. M. Lobo.
8	Herbert Harris.	22	S. K. Uberoi.
9	A. P. Gupta.	23	*B. C. Bose.
10	S. R. Gupta.	24	Madan Gopal.
11	Hariash Chandar.	25	A. A. Zuberi.
12	A. B. Myatt.	26	Manohar Singh.
13	*G. E. Carvalho.†	27	J. A. Maartenoz.
14	Gerard Athaide.	28	*M. A. Barkat.

NOTE.—†Candidate G. E. Carvalho who stood next in order of merit after the 25 selected candidates, was rejected, and was subsequently called back in the vacancy caused by the withdrawal of a selected cadet, D. P. Verma, from Punjab. Later, in the second term, Cadet Carvalho too left the ship.

Distribution of candidates by communities.

Anglo-Indians	6
Parseis	0
M hammadans	4
Hindus	13
Indian Christians	4
Sikh	1
Total	28

SELECTION OF CADETS FOR TRAINING ON THE "DUFFERIN".

837. *Mr. Amarendra Nath Chattopadhyaya: (a) In connection with the training on the Ship "Dufferin", will Government lay on the table a list of those successful candidates (marking with asterisks candidates from the Calcutta centre) who were finally selected as cadets in the engineering branch in January, 1935?

(b) How many of them were, (i) Anglo-Indians, (ii) Parsees, (iii) Muhammadans, (iv) Hindus?

(c) Was there any seat especially reserved for the candidates of the Anglo-Indian community or for the candidates of the Parsee community?

(d) Is it not a fact that the eye-sight test of the executive branch was different from the eye-sight test of the engineering branch?

The Honourable Sir Muhammad Zafrullah Khan: (a) and (b). I lay on the table a statement giving the desired information.

(c) No.

(d) Yes.

List of candidates who were finally selected as Cadets in the Engineering Branch in January 1935.

(Candidates from the Calcutta Centre are marked with asterisks.)

Serial No.	Name.	Serial No.	Name.
1	Krishnan, N.	14	Raghavan, W. A.
2	Bhattacharjee, I.	15	Marshall, R. W.
3	Hasnain, S. Z.†	16	Nicholas, R. S. C.
4	Bushe, R. G.	17	Kasthuri, S.
5	Nyun, M. K.	18	Sahi, A. S.
6	Dalal, R. N.	19	Nazareth, A. O.
7	Dees, Desmond.	20	Kumar, B. S.
8	*Leather, G. H.†	21	Pereira, Philip.
9	Clements, E. M.†	22	Chakravarthy, D. P.
10	Ansari, M. A.	23	Sundaram, E. S.
11	Parthasarathy, K.	24	Deshpande, M. M.
12	Elkins, Donald.	25	Rajan, T. S.
13	Meneaud, D. T. H.		

NOTE.—†These 3 Cadets were selected from the candidates who had applied for either course.

Distribution of the successful candidates according to communities.

Anglo-Indians	8
Parsee	1
Muhammadans	2
Hindus	8
Indian Christians	4
Sikh	1
Budhist	1
Total	25

SELECTION OF CADETS FOR TRAINING ON THE "DUFFERIN".

838. *Mr. Amarendra Nath Chattopadhyaya: (a) In connection with the training on the Ship "Dufferin", will Government lay on the table a list of those successful candidates (marking with asterisks the candidates from the Calcutta centre) who appeared for either of the two courses, Executive or Engineering, in order of merit at the examination?

(b) Is it not a fact that in October 1934, only ten candidates appeared at the examination for either of the two courses and six, having passed, were invited to go to Bombay for medical examination and interview? If not, what was the exact number?

(c) How many of them were, (i) Anglo-Indians, (ii) Parsees, (iii) Muhammadans, and (iv) Hindus?

The Honourable Sir Muhammad Zafrullah Khan: (a) I lay on the table a statement giving the desired information.

(b) No. Twelve candidates appeared and eight, having passed, were invited for medical examination and interview.

(c) The distribution of the eight candidates by communities was as follows:

Anglo-Indians	3
Muhammadans	3
Hindu	1
Indian Christian	1

List of successful candidates who appeared for either of the two courses, "Executive" or "Engineering", in order of merit at the 1934 October Qualifying Examination.
(Candidates from the Calcutta Centre are marked with an asterisk.)

Serial No.	Name.	Serial No.	Name.
1.	*George Humphrey Leather.	5.	*Dhirendra Kumar Halder.
2.	Denzil Robert Esteves.	6.	Eustace Maxwell Clements.
3.	*Mian Shafique Anwer.	7.	Mohammaddullah Khan.
4.	Wilson Jayaraj Obellappa.	8.	Syed Zahid Haanain.

SELECTION OF CADETS FOR TRAINING ON THE "DUFFERIN".

839. *Mr. Amarendra Nath Chattopadhyaya: (a) Is it not a fact that from September, 1934 to February, 1935, all application forms in connection with training on the Ship "Dufferin", were kept in the special custody of the Captain Superintendent at Bombay?

(b) Is it not a fact that several candidates of the executive branch changed their form of application and decided to join the engineering branch of study after medical examination and eye-sight test at Bombay in January, 1935?

(c) Is it not a fact that on or after 15th January, 1935, the Captain Superintendent permitted them to do so and transferred their names from the executive to the engineering branch of study?

(d) What was the exact date on which such alteration was made?

(e) If any alteration was made in the form of application, was that alteration made by the pen of the Captain Superintendent or by the pen of the candidates themselves?

The Honourable Sir Muhammad Zafrullah Khan: (a) Yes.

(b) and (c). One candidate who had applied in the first instance for admission to the "Executive Course" was permitted at his request to change over to "either course", not to the "Engineering Course" in particular. He was, however, finally selected for the Executive Course.

(d) 15th January, 1935.

(e) The application for the change was made in writing by the guardian of the candidate.

SELECTION OF CADETS FOR TRAINING ON THE "DUFFERIN".

840. *Mr. Amarendra Nath Chattopadhyaya: (a) Will Government lay on the table a list of those candidates who passed the competitive examination as candidates of the executive branch of the training on the Ship "Dufferin", and were medically examined as candidates of the executive branch but were finally selected as cadets for engineering branch in January, 1935 (marking with asterisks the candidates from the Calcutta centre)?

(b) How many of them were (i) Anglo-Indians, (ii) Parsees, (iii) Muhammadans, and (iv) Hindus?

(c) Is there any circular, or general order, or notification, or advertisement, according to which a candidate of the executive branch after passing the competitive examination as candidate of the executive branch, may eventually be admitted as a cadet of the engineering branch?

(d) If the answer to part (c) be in the affirmative, will Government lay on the table a copy of that circular, or general order, or notification, or advertisement?

(e) If the answer to part (c) be in the negative, what steps, if any, do Government propose to take in the matter?

(f) Can Government find out an alternative case in which a Hindu candidate of the Engineering Branch, having passed the competitive examination as an engineering candidate, was permitted by the Captain Superintendent to be enlisted as a cadet of the executive branch of study?

The Honourable Sir Muhammad Zafrullah Khan: (a) There was no such candidate.

(b) Does not arise.

(c) No.

(d) Does not arise.

(e) and (f). Do not arise in view of the reply to part (a)

TRAVELLING ALLOWANCE, ETC., TO CERTAIN DISAPPOINTED CANDIDATES FOR SELECTION AS CADETS FOR TRAINING ON THE "DUFFERIN".

841. ***Mr. Amarendra Nath Chattopadhyaya:** Are Government prepared to consider the advisability of paying travelling allowance and hotel charges to the disappointed candidates of the Engineering Branch who passed the medical examination and eye-sight test at Bombay in January, 1935, but were finally rejected without assigning any reason?

The Honourable Sir Muhammad Zafrullah Khan: No. All the candidates for admission to the Training Ship "Dufferin" (Executive as well as Engineering Branch) who are called for interview have to bear their own travelling and hotel expenses. This is in accordance with the practice generally followed in respect of public examinations in India, and Government see no reason for making an exception in the case of the candidates referred to by the Honourable Member.

Pandit Lakshmi Kanta Maitra: Is it a fact that these people were driven out, without the authorities assigning any reason, as stated in the question?

The Honourable Sir Muhammad Zafrullah Khan: They were not selected by the Governing Body; that is the reason. The Governing Body have to select a certain number out of those who appear.

GRIEVANCES OF DISAPPOINTED BENGALI CANDIDATES FOR SELECTION AS CADETS FOR TRAINING ON THE "DUFFERIN".

842. ***Mr. Amarendra Nath Chattopadhyaya:** (a) Will Government be pleased to state on what considerations the Anglo-Indian candidates, whose positions were lower in order of merit at the open competitive examination, were selected for entry into the "Dufferin" superseding the claims of the Bengali candidates whose positions were much better?

(b) Will Government be pleased to state if it was as a matter of policy that the Bengali, specially the Bengali Hindu, candidates were sought to be excluded from the final selection of cadets?

(c) If so, what was that policy?

(d) If not, are Government prepared:

(i) to enquire into and redress the grievances of the disappointed Bengali candidates, and

(ii) to take proper steps to ensure justice and fairness in future to all deserving candidates, irrespective of their provinces and communities?

The Honourable Sir Muhammad Zafrullah Khan: (a) to (d). The written examination is merely a qualifying test and in no sense competitive, so that the position occupied in it by a candidate does not affect one way or the other his prospects of final selection by the Governing Body of the "Dufferin". In this selection the sole aim is to choose those boys who are likely to derive the greatest benefit from the training provided by the "Dufferin" and subsequently to make suitable officers in the Mercantile Marine, no consideration whatsoever being paid to the candidate's community, religion or province.

Pandit Lakshmi Kanta Maitra: May I know from the Honourable Member if there was any Bengali Hindu candidate selected?

The Honourable Sir Muhammad Zafrullah Khan: Several have been selected. Two Bengali Hindu cadets were awarded the Viceroy's gold medal in 1930 and 1932 and a third was appointed to the Royal Indian Navy from the "Dufferin".

SCHOLARSHIPS GRANTED TO CADETS FOR TRAINING ON THE "DUFFERIN".

843. ***Mr. Amarendra Nath Chattopadhyaya:** Is it a fact that all the six scholarships granted by the Government of India in connection with the training on "Dufferin" in 1935, were awarded to Anglo-Indian candidates? If so, on what principle?

The Honourable Sir Muhammad Zafrullah Khan: No, Sir.

Mr. T. S. Avinashilingam Chettiar: To whom were they given?

The Honourable Sir Muhammad Zafrullah Khan: Three of the scholarships were awarded to Anglo-Indians, two to Indian Christians, and one to a Muhammadan. The conditions for awarding these scholarships, which are in addition to several other scholarships awarded by certain steamship companies and other interests, are given at page 14 of the prospectus of the "Dufferin" which is available in the Library.

Mr. S. Satyamurti: What are the principles on which these scholarships are given?—"Merit", "poverty", or what?

The Honourable Sir Muhammad Zafrullah Khan: Poverty is the main consideration, I think.

Mr. S. Satyamurti: What about the factor of "merit"?

The Honourable Sir Muhammad Zafrullah Khan: "Six scholarships, each of the value of a remission of half fees, namely, Rs. 25 per month and applicable to Engineer and Executive cadets alike, have been granted by the Government of India. These are tenable for three years, provided that the boy makes satisfactory progress. The object of these scholarships is to assist those parents or guardians, who are not in a position to pay the full fees, to send their boys to the Training Ship.

Application for these Government Scholarships must be made on the special application forms, which can be had from the Secretary to the Governing Body, after the candidate's application for admission, with the necessary certificates, has been accepted for the qualifying examination.

This scholarship is only granted to such candidates, whose parents or guardians cannot afford to accept a cadetship for their son or ward without its aid, even if he passes the Qualifying Examination and is selected for admission." etc., etc.

Mr. S. Satyamurti: Does the merit of a candidate come into this question at all, or only poverty?

The Honourable Sir Muhammad Zafrullah Khan: That is the condition, that the parent or guardian must be unable to provide assistance; and I have no doubt that the Governing Body, when they consider the cases of such candidates whose parents cannot provide their full expenses, give due weight to other considerations which should apply in awarding these scholarships.

Mr. S. Satyamurti: Other things being equal, is it the case that these scholarships are given to many candidates whose parents or guardians cannot afford to keep them at those places and that scholarships are given to the best qualified among the candidates?

The Honourable Sir Muhammad Zafrullah Khan: I hope the Governing Body proceeds on that consideration, but I cannot say definitely what the Committee have in mind when they make their selections.

Mr. S. Satyamurti: Will Government place this consideration before them?

The Honourable Sir Muhammad Zafrullah Khan: I shall be prepared to bring this to their notice.

GOVERNING BODY OF THE "DUFFERIN".

844. ***Mr. Amarendra Nath Chattopadhyaya:** Will Government be pleased to state the names of the members of the Governing Body of the "Dufferin"?

The Honourable Sir Muhammad Zafrullah Khan: I lay on the table a statement showing the names of the present members of the Governing Body of the I. M. M. T. S. "Dufferin".

Names of the members of the Governing Body of the I.M.M.T.S. 'Dufferin'.

Rear-Admiral A. E. F. Bedford, C.B.,
Flag Officer Commanding, Royal Indian Navy,
Chairman (*ex-officio*).

W. Grieve, Esquire, I.E.S.,
Director of Public Instruction,
Bombay Presidency (*ex-officio*).

M. A. Master, Esquire, B.A., LL.B.

Maulvi Abul Kasem, M.L.C.

K. C. Dinshaw, Esquire, J.P.

Syed Munawar, Esquire, B.A., M.L.C., J.P.

Walchand Hirachand, Esquire.

Sir Purshotamdas Thakurdas, Kt., C.I.E., M.B.E., J.P.

V. N. Chandavarkar, Esquire, B.A., Bar-at-Law, J.P.,
Vice-Chancellor, University of Bombay.

J. J. Flockhart, Esquire, J.P.

M. R. Ry. Diwan Bahadur A. Ramaswami Mudaliar.

Maulvi Sir Muhammad Yakub, Kt., M.L.A.

Secretary.

Captain H. A. B. Digby-Beste, C.I.E., O.B.E., R.I.N., J.P.,
Captain Superintendent, I.M.M.T.S. "Dufferin" (*ex-officio*).

Pandit Lakshmi Kanta Maitra: What is the term of office?

The Honourable Sir Muhammad Zafrullah Khan: I am not quite sure.

Pandit Lakshmi Kanta Maitra: When is the next election coming on?

The Honourable Sir Muhammad Zafrullah Khan: I suppose the term of different members expires at different times. I do not think there is any election.

Pandit Lakshmi Kanta Maitra: What is the principle of the selection of members?

The Honourable Sir Muhammad Zafrullah Khan: I shall require notice of that question.

Qazi Muhammad Ahmad Kazmi: When was the member from Bengal appointed?

The Honourable Sir Muhammad Zafrullah Khan: You mean Maulvi Abul Kasem? I do not know when he was appointed but I think his term of office expires in March or April.

Qazi Muhammad Ahmad Kasmi: Are they eligible for re-appointment?

The Honourable Sir Muhammad Zafrullah Khan: Yes.

Pandit Lakshmi Kanta Maitra: How many Members of the Legislative Assembly are members of the Governing Body?

The Honourable Sir Muhammad Zafrullah Khan: I have just read out the names.

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

TRAINING OF INDIAN STUDENTS IN CERTAIN FOREIGN COUNTRIES.

845. *Seth Govind Das: Will Government be pleased to state:

- (a) the number of Indian students who are undergoing training in Poland, Czechoslovakia, Italy and England, separately;
- (b) the number of Indian students who annually used to receive training in Germany since 1920, year by year till 1934;
- (c) whether it is a fact that certain countries are showing discourtesy to Indian interests owing to the trade relations *apropos* the Ottawa Pact; and
- (d) whether Government propose to take immediate and effective measures to remedy the situation; and, if not, what their reasons are?

The Honourable Sir Muhammad Zafrullah Khan: (a) and (b). The Honourable Member is presumably referring to technical and industrial training. If so, the information is not available.

(c) The Government of India have no information.

(d) Does not arise.

Seth Govind Das: As far as parts (a) and (b) of the question are concerned, may not the Honourable Member collect and supply this information?

The Honourable Sir Muhammad Zafrullah Khan: I do not think so, Sir; I do not see what means can be employed to obtain information on that point.

Mr. S. Satyamurti: Has the attention of the Government been drawn to a recent statement by Mr. Subhas Chandra Bose and published in the press to the effect that Indian students are being ill-treated in Germany?

The Honourable Sir Muhammad Zafrullah Khan: I am not aware of having seen that statement.

Pandit Lakshmi Kanta Maitra: Is there any machinery of the Government of India which records information as to how many students go abroad for the pursuit of studies and all that?

Sir Girja Shankar Bajpal: Sir, the Honourable the Commerce Member answered the question from the point of view of technical students. The High Commissioner for India has a list of all Indian students studying on the continent of Europe, but whether he keeps particulars of students residing in individual countries I cannot say. I can, however, make inquiries.

Prof. N. G. Ranga: Are Government aware of the fact that a great discontent prevails among the Indian student population in England with regard to the un-Indian and unsympathetic attitude of educational officers in England and also of the fact that resolutions have been passed protesting against that attitude at a conference held by Indian students in England?

Sir Girja Shankar Bajpal: Sir, information to that effect has reached Government from time to time, but they are informed by the High Commissioner for India that these complaints are exaggerated.

Mr. S. Satyamurti: Will the Government of India be good enough to instruct the High Commissioner for India to inquire and find out whether the allegation contained in clause (c) of this question is true to any extent, and if so, will they take steps to remedy the defects from which these students may be suffering?

Sir Girja Shankar Bajpal: Well, Sir, it is rather difficult to answer the question as to whether "discourtesy" is being shown to Indian students *apropos* of the Ottawa Agreement. That point has already been dealt with by the Honourable Sir Muhammad Zafullah Khan. But if what my Honourable friend wishes to know is whether discourtesy is being shown to Indian students in certain countries, I will certainly have inquiries made.

Mr. S. Satyamurti: That is all I want.

REGULATIONS IN SINKIANG (CHINA) IN RESPECT OF VISAS FOR ENTRY INTO AND EXIT FROM THE CHINESE-TURKESTAN.

846. *Seth Govind Das: Will Government be pleased to state:

- (a) whether they are aware of the promulgation of new regulations in Sinkiang (China) in respect of *visas* for entry into and exit from the Chinese-Turkestan province in which Indians are obliged to obtain *visas* from the Chinese Consul in India;
- (b) whether they are aware that there is no such authority in Calcutta;
- (c) whether they have thought of ways and means of getting over this difficulty;
- (d) whether they are aware that a fee of ten Chinese dollars is being levied, under the newly promulgated regulations, on everyone seeking exit from Sinkiang;
- (e) whether they are aware that the new regulations were promulgated after Sir Eric Teichman, of the Chinese Consular service left Sinkiang through Kashgar *en route* to India;

- (f) whether they made any representation to the Chinese Central Government in Peking for a modification, if not repeal, of the regulations; if so, with what success;
- (g) if no representation has yet been made, whether Government propose to take the earliest opportunity of doing so; and
- (h) if the answer to part (g) be in the negative, their reasons therefor?

Sir Aubrey Metcalfe: (a) Yes.

(b) There is a Chinese Consulate General in Calcutta.

(c) and (d). Yes.

(e) No.

(f) His Majesty's Government have, it is understood, instructed His Majesty's Ambassador, Peking, to make necessary representations to the Chinese Central Government at Nanking.

(g) and (h). Do not arise.

Mr. S. Satyamurti: May I know how long these regulations have been in force, and whether the Government of India have any information as to when His Majesty's Government took the steps mentioned in the answer of my Honourable friend?

Sir Aubrey Metcalfe: Sir, the regulations were promulgated as about to come into force I think about last December. Immediate steps were taken then to try and procure that the regulations should not actually be enforced for the time being pending the success of the representations which were immediately made and are still being made with as much force as possible.

Mr. S. Satyamurti: Are Government satisfied that the regulations will not be enforced, till the result of the representation made by His Majesty's Government is known?

Sir Aubrey Metcalfe: Whether the regulations will be enforced upon or not depends on the action of the Chinese Government. It is quite impossible for the Government of India either to prophesy or be satisfied as to exactly what that action will be.

Mr. S. Satyamurti: Will the Government of India ask His Majesty's Government to press on the Chinese Government that they must stay their hands, till they have considered the representations made by His Majesty's Government on behalf of India?

Sir Aubrey Metcalfe: So far as exit visas are concerned, that has already been done.

POSITION OF INDIAN NATIONALS SETTLED IN ZANZIBAR.

847. ***Pandit Govind Ballabh Pant:** (a) What action have Government taken in pursuance of the Resolution adopted by this House in September last, urging the Government to take effective steps in the interest and in order to vindicate the position of Indian nationals settled in Zanzibar?

(b) Will Government be pleased to lay on the table the correspondence which they had with the Government of Zanzibar in this connection?

Sir Girja Shankar Bajpai: (a) The attention of the Honourable Member is invited to the reply given by me on the 5th February, 1936, to part (c) of Mr. Satyamurti's question No. 61. Since then further representations have been made to His Majesty's Government.

(b) Government regret that they are unable to lay a copy of the correspondence on the table of the House.

Pandit Govind Ballabh Pant: Have the Government of Zanzibar, out of deference to the representations made by the Government of India, repealed or amended any of their decrees?

Sir Girja Shankar Bajpai: No, Sir. Not so far.

Pandit Govind Ballabh Pant: Have they extended the period of moratorium since the last Resolution was adopted in the Assembly?

Sir Girja Shankar Bajpai: My Honourable friend has got a question on that point later on. But I can answer it now. Yes, the moratorium has been extended till the end of June, 1936.

Pandit Govind Ballabh Pant: In what respect have the Government of India succeeded in securing relief for Indians settled in Zanzibar by means of these representations?

Sir Girja Shankar Bajpai: So far as the clove industry is concerned, I have already explained the position to my Honourable friend. As regards the debt legislation, the Government of India's representation has only recently been made.

CASES OF HARDSHIP TO INDIANS IN ZANZIBAR.

848. *Pandit Govind Ballabh Pant: (a) Is it a fact that in spite of the assurance of the Secretary of State for the Colonies that all individual cases of hardship to the Indians in Zanzibar will be favourably considered with a view to afford due relief:

- (i) 150 merchants have had to close their business and abandon Zanzibar,
- (ii) 80 had to wind up their business,
- (iii) 90 have gone insolvent, and
- (iv) several respectable merchants are in a very embarrassed condition?

(b) Are Government aware that an Indian merchant committed suicide in Pemba, being unable to realise his outstandings, although his liabilities were more than covered by his assets?

(c) Are Government aware that some Indian merchants, who had formerly a flourishing business in Zanzibar, had to leave at considerable peril of life by country-boats because of their inability to pay their steamship passage as a sequel to the Land Alienation Decree?

(d) Is it a fact that the number of Indian exporters of cloves has dwindled from 31 to 3 and that 80 Indians have not been able to carry on trade because of their inability to pay trade license fee?

(e) Is it a fact that before the grant of the monopoly to the Clove Growers Association, there were thirty Indians who held stock of cloves and that, since the grant of the monopoly, there is not a single Indian holding such stock?

(f) Is it a fact that 150 estates belonging to Indians have been sold to non-Indians since the introduction of the Land Alienation Decrees, while of the Indians who wanted to purchase land, some were not allowed to do so, though the total number of such Indians did not exceed sixty?

Sir Girja Shankar Bajpai: (a) to (f). The Government of India have received representations to this effect from the Imperial Indian Citizenship Association, Bombay.

Mr. T. S. Avinashilingam Chettiar: What action have they taken over that representation?

Sir Girja Shankar Bajpai: We have addressed a representation to His Majesty's Government.

Mr. T. S. Avinashilingam Chettiar: Have they investigated into the matter?

Sir Girja Shankar Bajpai: They are investigating the facts; Yes.

ZANZIBAR CLOVES.

849. ***Pandit Govind Ballabh Pant:** (a) Are Government aware that the Land Alienation and other Decrees have upset and endangered the normal economic state and life of Zanzibar?

(b) Is it a fact that the idle stock of cloves in Zanzibar was highest on the 1st of August last and almost double of what it was a year before?

(c) Is it a fact that the quantity of cloves exported from Zanzibar during the year following the Decrees was about one third less than during the same period just before the Decree, while the comparative figures of exports from Madagascar during the same period showed considerable increase?

Sir Girja Shankar Bajpai: (a) This has been represented to Government.

(b) and (c). The Imperial Indian Citizenship Association of Bombay have said so in their representation to which I have already referred.

Pandit Govind Ballabh Pant: Have the Government of India drawn the attention of the Zanzibar Government to the fact that it is suicidal even in their own interests to persist in their present policy?

Sir Girja Shankar Bajpai: My Honourable friend is expressing an opinion which I have no doubt is shared by many Honourable Members of this House. But we do not communicate with the Government of Zanzibar, we communicate with His Majesty's Government.

RELIEF TO INDIANS IN ZANZIBAR.

850. *Pandit Govind Ballabh Pant: (a) What steps have Government taken to secure relief for the unfortunate Indians settled in Zanzibar?

(b) Will Government place on the table a statement showing the action taken by the Government of Zanzibar in accordance with their assurance for the relief of individual cases?

Sir Girja Shankar Bajpai: (a) Representations regarding the Land Alienation Decree and the connected problem of existing debts owed to Indians have been made. Further representations on the subject of the cloves legislation will, it is hoped, be made shortly.

(b) Government have made enquiries.

Pandit Govind Ballabh Pant: Have the Government of India drawn the attention of Zanzibar Government to cases of individual hardship?

Sir Girja Shankar Bajpai: What we have done is to ask His Majesty's Government to implement the undertaking to redress individual cases of hardship. When Mr. Tyab Ali was here we also investigated the matter in consultation with him. We have asked for certain further particulars from Zanzibar, on receipt of which we shall address His Majesty's Government again.

Pandit Govind Ballabh Pant: Has any reply been received to that representation?

Sir Girja Shankar Bajpai: I understand that His Majesty's Government have addressed the Resident in Zanzibar.

Pandit Govind Ballabh Pant: His Majesty's Government have not yet communicated any reply to this Government?

Sir Girja Shankar Bajpai: As regards individual hardships they have not yet communicated anything to the Government of India.

EXTENSION OF THE MORATORIUM AND AMENDMENT OF THE LAND ACQUISITION DECREE IN ZANZIBAR.

851. *Pandit Govind Ballabh Pant: (a) Is there any substance in the report that the Zanzibar Government intend extending the moratorium till July next?

(b) Have Government impressed upon the Government of Zanzibar the desirability of adopting the recommendations of the Indebtedness Commission?

(c) Have Government of Zanzibar amended the Land Alienation Decree, as was promised by them, so as to remove its features of invidious racial discrimination at least in form?

Sir Girja Shankar Bajpai: (a) The operation of section 19 of the Alienation of Land (Restriction and Evidence) Decree has been extended till the 1st July, 1936, by Decree No. 10 of 1935.

(b) and (c). I would refer the Honourable Member to the first part of my answer to part (a) of his question No. 850.

Pandit Govind Ballabh Pant: Is it a fact that the extension of the moratorium is resented by the Indians in Zanzibar and that it has been the cause of considerable hardship and loss to them?

Sir Girja Shankar Bajpai: So far as the question of hardship is concerned, I think it is indisputable that the fact that Indians have not been able to realise their dues must have inflicted a certain amount of hardship. But I discussed this matter with the deputation which came to wait on us in December last. They said not that they generally were reconciled to the moratorium, but that they would be quite glad if the question of indebtedness were settled before the expiration of the extension to which I have referred.

Pandit Govind Ballabh Pant: Did the Chief Justice of Zanzibar preside over this Indebtedness Commission and did it include one of the African residents of Zanzibar?

Sir Girja Shankar Bajpai: The Commission, as far as I remember, consisted of the Chief Justice of Zanzibar as President, an Indian member, an Arab member and an administrative officer.

Pandit Govind Ballabh Pant: Was their report unanimous?

Sir Girja Shankar Bajpai: The report was unanimous, but there were certain additional recommendations not published with the report which were not unanimous.

Pandit Govind Ballabh Pant: Did the Commission unanimously arrive at the finding that the imputations that had been made against Indians regarding sharp practices were altogether unfounded?

Sir Girja Shankar Bajpai: My recollection of the report is that the Commission did not go so much into the question of the allegation of sharp practices as the allegation that Indians had acquired a disproportionate area of land in Zanzibar and a very large number of clove trees. It is perfectly true that the Commission's conclusion was that this allegation was not justified.

UNSTARRED QUESTIONS AND ANSWERS.

CLERKS IN THE NORTH WESTERN RAILWAY HEADQUARTERS OFFICE.

176. **Mr. K. L. Gauba:** (a) Will Government be pleased to lay on the table a statement showing the total number of clerical staff employed in the North Western Railway Headquarters Office, detailing the strength of various branches and sections together with the number of different grades and staff in each, also the names of the branches which have the highest proportion of higher and lower grades (higher grades III and upwards and lower grades I and II)?

(b) Will Government please state the period in which the clerks of the branch with highest proportion of higher grades have been promoted from class I to II, II to III and so on, as also the same information with regard to the Branch with the lowest proportion of higher grades?

The Honourable Sir Muhammad Zafrullah Khan: Government have no information and do not consider that the labour and expense involved in collecting it will be commensurate with the results likely to be achieved.

COPYING BRANCH OF THE NORTH WESTERN RAILWAY HEADQUARTERS OFFICE.

177. **Mr. K. L. Gauba:** (a) Is it a fact that the Copying Branch of the North Western Railway Headquarters Office, Lahore, has since the amalgamation of various offices not been organized like other branches of the office up to this time? If so, why?

(b) Is it a fact that the proportion of higher and lower grades of this branch is the lowest as compared with all the remaining branches of the North Western Railway Headquarters Offices, i.e., 14 per cent. of the higher grades and 86 per cent. of the lower grades, while in some other branches it works as high as 66·6 per cent. of the higher grades and 33·4 per cent. of the lower grades (higher grades means grade III and upwards and lower means I and II)?

(c) Will Government please state the number of clerks in each grade, together with the number of years they have been at the maximum of their grades, employed in the Headquarters Office?

(d) Is it a fact that out of the total strength of 71 men in the Copying Branch of the Headquarters Office, North Western Railway, there are about 40 clerks who have been blocked on the maximum pay of different grades for several years, and there is no hope for some of them to get further promotion for another decade?

(e) Is it a fact that more than ten memorials, besides personal interviews with the Assistant Secretary, have been submitted by the staff of the Copying Branch for the betterment of their lot and to have sufficient number of higher grades in order to make this branch self-contained, consequently removing the discontentment prevailing in this branch for want of promotions?

(f) Is it a fact that all these memorials have been turned down with the remarks "Due to financial stringency, nothing can be done at present"?

(g) Is it a fact that during this period of eleven years (since the amalgamation of all North Western Railway Departmental offices) some sections have benefited to a great extent and in their case the plea of financial stringency has not been advocated? If so, will Government be pleased to state the reasons for this step-motherly treatment towards this branch?

(h) Is it a fact that those branches who have proportionately greater number of higher grades, enlist the support of the officers under whom they work directly for the betterment of their cause, whereas the Copying Branch is directly under the Assistant Secretary and none else?

The Honourable Sir Muhammad Zafrullah Khan: Government are informed as follows:

(a) The necessity for the re-organizing of the copying branch since the amalgamation of various offices has not arisen. This branch has, however, been strengthened by the following higher grade posts, either by transfer from other offices, or extra sanctions as follows:

- 1 grade V post raised to grade VI.
- 1 additional grade IV post.
- 2 additional grade III posts.

(b) Taking grades I and II together, the copying branch has the largest proportion of lower grade posts compared with other branches. If, however, grade I is taken separately, the copying branch has not the largest proportion of these posts. Certain branches have a larger proportion of higher grades because the work they are called upon to do is of a more important nature than that of the copying branch.

(c) Government have no information and its collection will involve an amount of labour and expense not likely to be justified by the results.

(d) The present total strength of the copying branch is 76 and of these 44 are at present blocked on the maximum of their grades. As grade promotions are dependent on vacancies it is impossible to say how long individuals of this branch will have to wait for promotion to higher grades.

(e) It is a fact that memorials have been submitted by the staff of the copying branch but increase in the number of higher grades in this branch cannot be justified by the nature of the work that it is required to do. The men concerned joined the service specifically as typists and knew their future prospects.

(f) Government have no information but I would invite the Honourable Member's attention to my reply to parts (b) and (e) of this question.

(g) In some of the working sections higher grades have been created, but each case is dealt with on its merits and the value of a post is fixed with due regard to the responsibility and importance of the work attached to it. The work in the copying branch is of a routine nature.

(h) No.

SUPERSESSION OF CLERKS IN THE COPYING BRANCH OF THE NORTH WESTERN RAILWAY HEADQUARTERS OFFICE.

178. **Mr. K. L. Gauba:** (a) Is it a fact that some clerks, who have been transferred to other sections of the North Western Railway Headquarters Offices from the Copying Branch, have superseded their colleagues in the branch?

(b) Is it a fact that the senior clerks of this branch are not transferred to other sections like the junior ones? If so, why?

(c) Is it a fact that the work of the clerks who have been so transferred from this branch after the amalgamation in 1924, has proved satisfactory and consequently some of them have been promoted as Head Clerks and are working in charge of sections independently?

The Honourable Sir Muhammad Zafrullah Khan: (a) The seniority of a typist transferred to another section permanently would be regulated in that section by the rules in force and beyond the relief caused to the copying branch by his removal would cease to have any effect on his former colleagues in the copying branch.

(b) Typing is purely routine work and although there have been exceptions it is unusual for typists of higher grades to be found capable of filling higher posts in working sections. If senior typists were transferred to working sections, it would also be a hardship on the senior clerks who had been working in that particular section for several years.

(c) Certain selected typists, who were considered suitable to work as clerks, have been transferred to working sections and generally have given satisfaction.

PROMOTION OF CLERKS IN THE COPYING BRANCH OF THE NORTH WESTERN RAILWAY HEADQUARTERS OFFICE.

179. **Mr. K. L. Gauba:** (a) Is it a fact that clerks in the North Western Railway Headquarters Office are not transferred from one branch to another in order to acquaint themselves with office routine like Accounts Offices, Civil and Military Offices and Commercial Offices, like the Post-master General's Office?

(b) Is it a fact that Mr. K. M. Hassan of the Railway Board, while on special duty on this Railway, recommended that subordinate staff in this branch should have a reasonable chance of promotion to higher grades where promotion is governed by branches? If so, will Government please state how far this recommendation has affected the Copying Branch of the North Western Railway Headquarters Office?

The Honourable Sir Muhammad Zafrullah Khan: Government are informed as follows:

(a) The reply is in the affirmative. Clerks are not ordinarily transferred from one branch to another.

(b) The North Western Railway considered the recommendation and found that it was not possible to make any increase in the number of higher grade posts in the copying branch for the reasons given in reply to parts (b) and (c) of question No. 177.

SCARCITY OF HIGHER GRADES IN THE COPYING BRANCH OF THE NORTH WESTERN RAILWAY HEADQUARTERS OFFICE.

180. **Mr. K. L. Gauba:** (a) Is it a fact that most of the persons in the Copying Branch of the North Western Railway Headquarters Office will retire on a small sum of Rs. 95 only, the maximum of class II, unless something is done to remove the scarcity of higher grades in that branch?

(b) Will Government please state what action they contemplate taking for the betterment of these men?

The Honourable Sir Muhammad Zafrullah Khan: Government are informed as follows:

(a) It is expected that some of the typists in the copying branch will retire on Rs. 95; but Government are not prepared to accept that Rs. 95 is a small wage. This also applies to clerks in other branches.

(b) I would invite the Honourable Member's attention to my reply to part (c) of question No. 177. No action is contemplated.

INDEBTEDNESS OF CLERKS IN THE COPYING BRANCH OF THE NORTH WESTERN RAILWAY HEADQUARTERS OFFICE.

181. **Mr. K. L. Gauba:** Are Government aware that most of the clerks in the Copying Branch of the North Western Railway Headquarters office, being poorly paid, are unable to meet with their direct necessities of life and are consequently under heavy debts to the North Western Railway Employees Co-operative Credit Society?

The Honourable Sir Muhammad Zafrullah Khan: With your permission, Sir, I propose to reply to questions Nos. 181 and 182 together.

Government have no information and its collection will involve an amount of labour and expense not likely to be justified by the results.

CLERKS TRANSFERRED FROM THE COPYING BRANCH OF THE NORTH WESTERN RAILWAY HEADQUARTERS OFFICE.

†182. **Mr. K. L. Gauba:** Will Government please state the number of clerks of each class, both junior and senior who have been transferred from the Copying Branch of the North Western Railway Headquarters Office since the amalgamation in 1924?

PROMOTION OF WORKS CLERKS OF PERMANENT WAY INSPECTORS.

183. **Mr. K. L. Gauba:** (a) Will Government be pleased to state whether seniority of Works Clerks (Time-keeper) of Permanent Way Inspectors has been kept with Divisional Office Clerks, grade I?

(b) Is it a fact that the Works Clerks have been deprived of the privilege to appear for the Assistant Permanent Way Inspector's examination, and other low educated staff, e.g., coolies, keymen and mates, are allowed to appear for the same and become Assistant Way Inspectors and can rise up to Permanent Way Inspector's post?

(c) Is it a fact that the Works Clerks have never been promoted to grade II in office or as Sub-Divisional Clerks, in spite of the Agent's orders that the Works Clerks should seek their advancement in the clerical line? If not, why not?

The Honourable Sir Muhammad Zafrullah Khan: Government have no information. These are matters of detailed administration which must be left to the Agent to decide, to whom a copy of the question has been sent for information.

SELECTION POSTS ON THE EAST INDIAN RAILWAY.

184. **Mr. Amarendra Nath Chatteropadhyaya:** (a) Is it a fact that in the rules for the recruitment and training of the subordinate staff on State-managed Railways, framed by the Railway Board and issued to the Agents of State-managed Railways for compliance, it is provided that the Agent of a Railway may specify selection posts or selection grades in the cadre of each branch or department?

†For answer to this question, see answer to question No. 181.

(b) Is it also a fact that the Agent, East Indian Railway, in giving effect to the rules referred to in part (a), *vide* his Circular No. 548/A. E.-2460, dated the 1st October, 1932, has declared the following posts as selection posts:

- (1) All Inspectors in the Transportation Department.
- (2) Controllers.
- (3) Assistant Running Shed Foremen.
- (4) Station Superintendents?

(c) If the answers to parts (a) and (b) be in the affirmative, will Government please state:

- (i) whether any additions have been made; if so, which posts;
- (ii) whether the staff have been advised as to which posts have been declared selection posts or selection grades; if not, why not;
- (iii) whether any provision has been made in the rules referred to in part (a), which permits Divisional Superintendents to specify selection posts or selection grades in the cadre of each branch or department; if so, under what rule;
- (iv) whether the Divisional Superintendent, Howrah, has made every post or grade on his Division "selection posts or selection grades";
- (v) the object in this particular Division to contravene the orders on the matter;
- (vi) whether the gazetted officers attached to the Howrah Division sit on the Selection Boards that are convened to fill the vacant posts; and
- (vii) whether the gazetted officers who sit on such Selection Boards are paid any fees or honoraria?

(d) Do Government propose to take disciplinary action against those responsible for breaches of the rules? If not, why not?

The Honourable Sir Muhammad Zafrullah Khan: (a) and (b). Yes. Government are informed as follows:

(c), (i). No.

(ii) Since no additions have been made the question of advising the staff of these does not arise.

(iii) and (iv). The reply is in the negative.

(v) The orders in force in this connection have not been contravened inasmuch as only such posts as have been declared selection posts are being treated as selection posts. For other senior posts promotions are made on the recommendations of special committees consisting of the branch officer concerned and the staff superintendent on the basis of seniority and suitability.

(vi) The reply is in the affirmative; it is presumed that the question refers to selection posts.

(vii) No.

(d) It is not understood in what way the rules have not been observed. The question of taking disciplinary action does not arise.

ACTING ALLOWANCE OF THE EMPLOYEES OF THE EAST INDIAN RAILWAY COMPANY.

185. **Mr. Amarendra Nath Chatteropadhyaya:** (a) Will Government please state whether those employees of the East Indian Railway Company, who were taken over by Government when they assumed the management of that Railway, were governed in respect of pay, allowances, gratuity and provident fund, by the Company's rules as they stood on the 31st December, 1924?

(b) Is it a fact that under the Company's rules regulating acting allowance the employee who has been selected to officiate will draw half the pay of the employee against whom he is acting *plus* half his own pay provided that the minimum pay of the post is not exceeded?

(c) If the answers to parts (a) and (b) be in the affirmative, will Government please state whether it is obligatory on the Agent and the Heads of his Departments to observe these rules?

(d) Is it a fact that the Chief Accounts Officer, *vide* his No. A/145, dated the 13th June, 1935, ordered that, with effect from the 1st April, 1935, acting allowance for the Company men will be calculated at half the minimum pay of the class or grade *plus* half the pay of the employee who has been selected to officiate?

(e) If the answer to part (d) be in the affirmative, will Government please state:

(i) whether any representation against this order of the Chief Accounts Officer was made by the Company men;

(ii) whether the matter was placed before the Agent;

(iii) whether the Agent decided that the Company's rule regarding acting allowance must be observed;

(iv) whether the Chief Accounts Officer has not acted according to the instructions of the Agent;

(v) if so, why;

(vi) whether the other departments on the East Indian Railway observe the Company's rule regulating the grant of acting allowance; and

(vii) whether the amounts due to the staff under the Company's acting allowance rule will now be paid to them; if not, why not?

(f) Is the action of the Chief Accounts Officer in conformity with the assurance given to the Company men by His Excellency the Viceroy that they need have no fears that their pay, prospects and conditions of service would suffer under State management; if not, what disciplinary action do Government propose to take against the officials responsible? If none, why not?

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

(b) Yes, in respect of officiating appointments to posts which are not permanently vacant.

(c) Yes.

(d), (e) and (f). Instructions issued in the Chief Accounts Officer's letter referred to are provisional, pending consideration of the whole question by Government.

ALTERATION IN GRATUITY RULES OF THE EAST INDIAN RAILWAY COMPANY.

186. **Mr. Amarendra Nath Chattopadhyaya:** (a) Will Government please state whether the Railway Board or the Agent of the East Indian Railway can alter or amend the Company's rules regarding gratuity? If so, under what rule?

(b) Is it a fact that it is one of the conditions, on which the staff were taken over from the Company, that they would be governed by the Company's Gratuity Rules as they stood on the 31st December, 1924?

(c) Have any of the Company's rules been altered or amended after the 31st December, 1924? If so, will Government please lay a statement on the table of the House showing particulars of the rules which have been altered or amended?

(d) Is a Company Gazetted Officer entitled to gratuity on resignation? If so, under what rule? Has any case recently occurred when gratuity has been paid to an officer after resignation? If so, why?

(e) Is it a fact that the Railway Board, *vide* their No. 9287-1., dated the 26th January, 1935, amended certain rules? If so, was it with the object to regularise an irregular payment of Rs. 8,000?

(f) Is it also a fact that the order of the Railway Board in this case was to have retrospective effect? If so, why?

(g) Will Government please state whether it is their policy that when any irregularities are committed by their gazetted officers on the East Indian Railway, in which a financial loss is involved, the rules are altered or amended and given retrospective effect in order to regularise the expenditure, and in the cases of their non-gazetted staff, to recover the amounts from their dues as well as to inflict punishments? If not, what action do Government propose to take in the recent cases?

Mr. P. B. Rau: (a) Amendments to the East Indian Railway Company's Gratuity Rules can be made by the Governor General in Council in respect of certain staff and by the Secretary of State for India in Council in respect of others.

(b) Yes.

(c) The East Indian Railway Gratuity Rules have not been altered or amended after 31st December, 1934.

(d) Under rule 1 (i) of the East Indian Railway Gratuity Rules a Gazetted officer is eligible for gratuity after he has completed 30 years' service or has attained the age of 50 years and cases of this nature are of common occurrence. The concluding portion of this part of the question does not arise.

(e) The answer to the first part is in the negative; the second part does not therefore arise.

(f) No question of retrospective effect arises as the letter referred to did not amend the existing rules.

(g) No. Government do not consider any further action necessary.

GRANTS FROM THE STAFF BENEFIT FUND ON THE EASTERN BENGAL RAILWAY.

187. **Mr. Amarendra Nath Chattopadhyaya:** (a) Will Government please state whether the Eastern Bengal Railway has a Staff Benefit

Fund? If so, are grants as well as loans from this fund given to the non-gazetted staff?

(b) Have any rules been framed for the disbursement of money from this fund? If so, will Government please state:

- (i) whether there is any rule which permits three or four grants (not loans) to be given to an employee who is working and who is in receipt of full pay from the Railway; if not, whether any case has occurred at Sealdah Station; if so, why;
- (ii) whether committees are formed in each district, or there is one committee at the Head Office which deals with all cases;
- (iii) whether the members of the committee are both gazetted and non-gazetted staff; and
- (iv) whether appointment to this committee is by election or nomination?

(c) Are Government aware that there is considerable discontent among the staff regarding the manner in which grants are made and to particular individuals? If not, do Government propose to examine the working of this committee? If not, why not?

The Honourable Sir Muhammad Zafrullah Khan: (a) Reply to both the parts is in the affirmative.

(b) As regards the first part of the question, the working of the Eastern Bengal Railway Staff Benefit Fund is governed by the Rules of the Railway Staff Benefit Fund for State-managed Railways, which formed an annexure to the Railway Department (Railway Board) Resolution No. 61-L., dated the 1st April, 1931, a copy of which is in the Library of the House. As regards the latter part, the reply is as follows:

- (i) and (ii). Government have no information.
- (iii) Yes.
- (iv) By nomination and election in accordance with the provisions of Rule 3 of the Rules of the Railway Staff Benefit Fund for State-managed Railways referred to in reply to the first part of part (b) of this question.

(c) Government have no information. This is a matter of detailed administration and I am sending to the Agent, Eastern Bengal Railway, a copy of the question for such action as he may consider necessary.

AMALGAMATION OF THE PRESSES OF THE EASTERN BENGAL AND EAST INDIAN RAILWAYS.

188. Mr. Amarendra Nath Chattopadhyaya: (a) Is it a fact that on the amalgamation of the Presses of the Eastern Bengal and East Indian Railways, the Ticket Supply Branch on the Eastern Bengal Railway was also transferred to the East Indian Railway? If so, was any reduction in staff of both railways made as a result of this combination? How many men from each railway were discharged?

(b) Is it a fact that the pay of the post of Chief Clerk, grade Rs. 290, of the Ticket Supply Branch of the Eastern Bengal Railway was, some-time after the amalgamation, reduced to Rs. 170?

(c) Will Government please state whether the treatment accorded to gazetted officers and non-gazetted staff, when their posts are abolished, is alike?

The Honourable Sir Muhammad Zafrullah Khan: (a) The reply to the first part is in the affirmative. As regards the latter parts available information has already been laid on the table of the House on the 18th July, 1934, in reply to question No. 249 (a) asked by Mr. S. C. Mitra on 5th December, 1935.

(b) Government have no information.

(c) Yes.

PROMOTIONS ON THE EAST INDIAN RAILWAY.

199. **Mr. Amarendra Nath Chattopadhyaya:** (a) With reference to the reply given in this House to starred question No. 1000 on the 31st August, 1934, that, in accordance with the rules for the recruitment and training of subordinate staff on the East Indian Railway, promotions are made according to seniority and merit, will Government please state:

(i) whether "seniority" means length of service on the Railway or in particular grades; and

(ii) whether "merit" means the passing of the prescribed departmental examinations in addition to efficient work?

(b) If the answers to part (a) be in the negative, what is the definition of the words "seniority" and "merit" as applied in the making of promotions?

(c) Is it a fact that different interpretations are given to "seniority" and "merit" on the various Divisions and in the Headquarters Offices of the East Indian Railway?

(d) Is it also a fact that the Superintendents, Commercial and Staff, on the Howrah Division have decided:

(i) that "seniority" is to be calculated on the length of service in the Railway; and

(ii) that "merit" is to be interpreted as including those of the staff, who have not passed the prescribed departmental examinations?

The Honourable Sir Muhammad Zafrullah Khan: (a) and (b). Seniority in a grade is ordinarily determined from the date of confirmation in that grade. As regards merit not only the passing of departmental examinations but also record of service, personality, character and educational qualifications are taken into consideration.

(c) The instructions issued by the Headquarters office are intended to be followed uniformly on all divisions. Any cases of wrong interpretation of orders are corrected when brought to notice.

(d), (i) and (ii). No.

PROMOTION OF GUARDS ON THE EASTERN BENGAL RAILWAY.

190. **Mr. Amarendra Nath Chattopadhyaya:** (a) Will Government please state whether, in the rules for the recruitment and training of staff on State-managed Railways framed by the Railway Board and issued

to the Agent, Eastern Bengal Railway, for compliance, provision has been made that the recruitment of guards and their normal avenues of promotions are:

Probationary guards, guards grade A, guards grade B, Assistant Station Masters or Yard Foremen, etc.?

(b) If the answer to part (a) be in the affirmative, will Government please state whether any promotions have been made of guards grade A to grade B within the past five years? If not, is it due to the fact that there have been no vacancies in grade B? If not, what is the reason for not promoting the grade A guards?

(c) Is it with the object of keeping down working expenses? If so, are gazetted officers and non-gazetted staff treated alike in this matter? If not, will Government please state the reasons for this differential treatment to one class of their employees?

(d) Are there any cases in which promotions have not been made in the gazetted service on the Eastern Bengal Railway?

The Honourable Sir Muhammad Zafrullah Khan: (a) Yes.

(b) to (d). I would invite the Honourable Member's attention to my reply to Pandit Sri Krishna Dutta Paliwal's unstarred question No. 97 which was laid on the table of the House on the 12th February, 1936.

EMPLOYMENT OF THE PRINTING SUPERINTENDENT OF THE EAST INDIAN RAILWAY AS CARETAKER OF THE HEAD OFFICE BUILDINGS IN ADDITION TO HIS OWN DUTIES.

191. **Mr. Amarendra Nath Chattopadhyaya:** (a) Is it a fact that the Printing Superintendent of the East Indian Railway is employed as the Caretaker of the head office buildings in addition to his own duties on an allowance of Rs. 125 per mensem?

(b) If the answer to part (a) be in the affirmative, will Government please state whether it is open to a gazetted officer to work in a dual capacity, namely, as a gazetted officer and a subordinate at the same time?

(c) Who is the immediate superior officer over the Caretaker and what supervision does he exercise over this subordinate?

(d) Does this practice prevail on the other State-managed Railways?

(e) Are Government prepared to consider the advisability of having a whole time subordinate for this post? If not, why not?

(f) Does the post of Caretaker carry rent free quarters?

The Honourable Sir Muhammad Zafrullah Khan: (a) Yes.

(b) There is no separate post of Caretaker for the head office buildings. The Printing Superintendent also performs the duties of a Caretaker of the head office buildings.

(c) The Agent, who exercises the necessary supervision.

(d) Government have no information.

(e) No, as the existing arrangement is quite satisfactory and economical.

(f) No.

**ABSENCE OF AN OFFICE SUPERINTENDENT IN THE CHIEF ACCOUNTS OFFICE,
EAST INDIAN RAILWAY.**

193. Mr. Amarendra Nath Chattopadhyaya: (a) Will Government please state whether there are Office Superintendents in the following offices of the East Indian Railway:

Agent, Chief Engineer, Chief Mechanical Engineer, Deputy Chief Mechanical Engineer, Chief Operating Superintendent, Chief Commercial Manager, Colliery Superintendent, Chief Medical Officer, Controller of Stores, Printing Superintendent, and the Divisional Superintendents?

(b) If the answer to part (a) be in the affirmative, why has the Chief Accounts Officer been deprived of an Office Superintendent?

(c) Do Government propose to have a uniform system of management? If not, why not?

Mr. P. R. Rau: (a) Yes, though in some of the offices the designation of the post differs.

(b) Accounts offices are differently organised and each important section is placed under a Senior Accountant who is on about the same scale as an Office Superintendent.

(c) No: because it is considered unnecessary.

**NON-GRANT OF CALCUTTA ALLOWANCE TO THE OLD OUDH AND ROHILKUND
RAILWAY EMPLOYEES ATTACHED TO THE OFFICE OF THE WORKSHOP
ACCOUNTS, LILLOOAH.**

193. Mr. Amarendra Nath Chattopadhyaya: (a) Is it a fact that the gazetted and non-gazetted staff of the East Indian Railway attached to the office of the Workshop Accounts, Lillooah, are in receipt of a Calcutta allowance?

(b) Is it also a fact that this allowance is denied to those of the staff attached to that office who were formerly employed on the Oudh and Rohilkhand Railway?

(c) If the answers to parts (a) and (b) be in the affirmative, will Government please state why this discriminatory treatment has been made to deprive one set of their employees of an allowance which is enjoyed by the other staff attached to the same office?

(d) What action do Government propose to take? If none, why not?

Mr. P. R. Rau: (a) and (b). Gazetted officers of the East Indian Railway who are stationed at Calcutta or Lillooah receive a compensatory allowance. They also receive a house rent allowance when not occupying Railway quarters. Non-gazetted staff, except those who are on the new scales of pay introduced in 1933, are not eligible for a compensatory allowance in addition to their pay.

(c) and (d). There is no discriminatory treatment against one set of employees and Government do not therefore consider any action is called for.

RULES REGARDING DISCIPLINARY ACTION AGAINST NON-GAZETTED STAFF ON THE EAST INDIAN RAILWAY.

194. Mr. Amarendra Nath Chattopadhyaya: (a) Is it a fact:

- (i) that the Railway Board forwarded with their letter No. E. 34-R. G.-6, dated the 22nd June, 1935, to the Agent, East Indian Railway, rules regarding disciplinary action against non-gazetted staff;
- (ii) that the Home Department, Government of India, notification No. F. 6/7/33-II, dated Simla, the 19th June, 1933, was attached as an Appendix to the said rules; and
- (iii) that the Agent has published this notification in his Railway's Gazette in September 1935?

(b) Will Government please state whether the notification of the Home Department had been published by the Agent previous to September, 1935? If so, when?

(c) Is it a fact that Rule 13 of the notification provides that a petition to the Governor General in Council can be withheld if it is "a representation against an order communicated to the petitioner more than six months before the submission of the petition, and no satisfactory explanation of the delay is given"? If so, can the Agent or the other Local Government, as provided in the schedule, withhold a petition on the ground that it was not submitted within six months from the date the order petitioned against was communicated to the petitioner?

(d) If the answer to part (c) be in the affirmative, will Government please state why their non-gazetted employees should suffer for the delay in giving publicity to the notification of more than two years from the time the rules were framed?

(e) Do Government propose to advise the Agent and the other Local Governments who are under the control of the Agent, not to withhold any petition under rule 13? If not, why not?

The Honourable Sir Muhammad Zafrullah Khan: (a), (i), (ii) and (iii). Yes.

(b) No.

(c) The reply to the first part is in the affirmative. As regards the second part, a petition may be withheld by a competent authority if no satisfactory explanation for the delay is given.

(d) The rule referred to in part (c) of the question remained practically the same under the Home Department Notification No. F.-6/7/33-II, dated the 19th June, 1933, as it was under the previous orders which were in force on this subject and so the question of the staff suffering as a result of the Agent, East Indian Railway, not publishing the notification referred to in part (a), (ii) of the question earlier does not arise.

(e) I presume the Honourable Member refers to the petitions that may have been received between June, 1933, to September, 1935. If so, in view of my reply to part (c) the question does not arise.

**APPLICABILITY OF THE RULES FOR THE RECRUITMENT AND TRAINING OF
NON-GAZETTED STAFF TO THE EAST INDIAN RAILWAY.**

195. **Mr. Amarendra Nath Chattopadhyaya:** (a) Is it a fact:

- (i) that the Railway Board has framed rules for the recruitment and training of the non-gazetted staff on State-managed Railways;
- (ii) that the Agent, East Indian Railway, has issued these rules *vide* his Circular No. 548/A. E.-2460, dated the 1st October, 1932, for the information and guidance of the staff concerned; and
- (iii) that it is stated in Note 3 of Rule 1 that rules will be issued separately for the office staff?

(b) Will Government please state:

- (i) whether any rules have been framed by the Railway Board regarding the recruitment and training of the office staff; if so, whether these have been forwarded to the Agent, East Indian Railway, for compliance; if not, the cause of the delay;
- (ii) whether these rules will be published and be available to the staff who are governed by them; if not, why not;
- (iii) whether any provisions have been made for the recruitment, training and avenues of promotions of typists and stenographers; if not, whether the necessary rules will be framed;
- (iv) whether typists and stenographers are eligible for transfers or promotions as clerks, head clerks, etc.; if not, why their avenues of promotions are restricted; and
- (v) whether these rules will be applicable to all departments including the Accounts Department; if not, why not?

The Honourable Sir Muhammad Zafrullah Khan: (a), (i), (ii) and (iii).
Yes.

(b), (i), (iii) and (iv). Rules regarding the recruitment and training of office staff are under preparation in consultation with the Agents of State-managed Railways. The suggestions made are already under consideration.

(ii) Yes.

(v) The Accounts Department have already their own rules on the subject.

**RULE RE RETURN OF GOVERNMENT PROPERTY BY RAILWAY EMPLOYEES ON
LEAVING SERVICE.**

196. **Mr. Amarendra Nath Chattopadhyaya:** (a) Will Government please state whether there is any rule in the General Rules for open lines which requires that when a railway servant employed on a State-managed Railway leaves the service, he must deliver up to the Railway Administration, or to a person appointed by the Railway Administration in this behalf, any Government property in his custody which belongs to the Railway Administration? If so, under what rule?

(b) Is it a fact that a clause to this effect is entered in the service agreements executed by every non-gazetted employee?

(c) Will Government please state whether the cost of articles not returned after termination of service is recovered from the dues of the employee? Is this obligatory or discretionary?

(d) What is the procedure in the Asansol Division of the East Indian Railway in regard to non-return of Government property? Is it left to the discretion of the Divisional Superintendent, or of the employee concerned, whether the articles are to be returned or not?

The Honourable Sir Muhammad Zafrullah Khan: (a) Yes, under rule 186.

(b) There is a clause in the agreement of non-gazetted employees that they are bound to abide by all the instructions and regulations for the time being in force and contained in the General Rules for Indian Railways.

(c) It will depend upon the circumstances of a case.

(d) Government have no information, but have no reasons to believe that the rule is not being observed. I have, however, sent a copy of the question to the Agent, East Indian Railway, for information and such action as he may consider necessary.

TEST FOR GUARDS ON THE EAST INDIAN RAILWAY.

197. **Mr. Amarendra Nath Chattopadhyaya:** (a) Will Government please state whether there is any provision in the rules framed under the requirements of the Indian Railways Act, which requires that a railway servant must first qualify by passing an examination in guard's duties before he is permitted to work as a guard in charge of trains? If so, under what rule?

(b) Are guards required to sit for examinations in guards' duties and to pass them at regular or irregular intervals? If so, under what rule?

(c) Who examines candidates for the guards' examination on the East Indian Railway?

(d) Is it a fact that the East Indian Railway have established Training Schools where guards have to go through Refresher courses? At what intervals are guards required to go to these schools for refresher courses?

(e) If the answer to part (d) be in the negative, will Government please state whether the Superintendent, Training School, examines guards in guards' duties?

(f) Is this examination confined to guards specially selected or to all guards by turns?

The Honourable Sir Muhammad Zafrullah Khan: (a) No. Rule 175 of "General Rules", however, requires that every railway servant shall make himself acquainted with the rules relating to his duties and a guard is required to pass an examination in guard's duties before he is permitted to work as a guard in charge of trains.

(b) Government are informed that on the East Indian Railway guards are not required to sit for examination, but if a guard in his work displays an ignorance of rules or there is any reason to suspect that his knowledge is insufficient he is sent to the Divisional Superintendent's office and examined in the rules by a Superintendent, Transportation, or one of his Assistants. A guard may be sent for examination any time to ensure that he is up to date in the knowledge of his duties.

(c) Before a guard is allowed to work in charge of trains he is examined by a transportation inspector and finally by a Transportation officer.

(d) and (e). Guards have to go through refresher courses in the training school every five years.

(f) Every guard has to pass the examination after appointment before he is allowed to work trains. The question of his being required to undergo any further examination depends on the circumstances mentioned in reply to part (b) of this question.

ALTERATION IN AGE OF EMPLOYEES ON THE EAST INDIAN RAILWAY.

198. **Mr. Amarendra Nath Chattopadhyaya:** (a) Is it a fact that the Agent, East Indian Railway, has, in his Minute Sheet No. A. E. 816/1, dated the 2nd January, 1936, stated?

"I am directed to inform you that in future each application for an alteration of an employee's age will be considered on its merits, admitting cases where (i) a clerical error has undoubtedly occurred in preparing the original records, (ii) sufficient proof is produced to establish that wrong age was given originally through a genuine error and (iii) the original age recorded was obviously incorrect and was probably a careless estimate usual in the case of illiterate staff."

(b) Will Government please state what provisions have been made by the Agent regarding those cases which have been brought to notice before the issue of his Minute Sheet No. A. E. 816/1 of 2nd January, 1936? If none, do Government propose to consider the cases of those employees? If not, why not?

(c) Is it a fact that there has been no uniform system of dealing with such cases prior to the issue of the Minute Sheet?

(d) What action do Government propose to take? If none, why not?

The Honourable Sir Muhammad Zafrullah Khan: (a) Yes.

(b) and (c). Government are informed that before the issue of minute sheet referred to certain applications for alterations in age which were submitted by staff were dealt with on their merits but the general principles contained in the minute sheet in question have all along been followed. The latter part of the question does not arise.

(d) Government do not consider any action is necessary.

LATE SUPPLY OF FORMS BY THE FORMS PRESS, ALIGARH.

199. **Pandit Sri Krishna Dutta Paliwal:** (a) Is it a fact that various complaints were made to the Manager of the Government Press, Aligarh, by the Posts and Telegraphs Department concerning the late supply of the forms? If so, what were the underlying causes of this late supply and what steps were taken by the Controller of Printing and Stationery to remedy the same?

(b) Do Government, in this connection, intend to engage the services of a qualified England-returned Overseer or Assistant Manager?

The Honourable Sir Frank Noyce: (a) Some complaints were made. The delay was due to an abnormal and unforeseen increase in the demand for certain forms. Steps were taken both by the Director General, Posts and Telegraphs, and by the Managers of the Presses to ensure as far as possible that the demands made on the Presses will be capable of prompt supply.

(b) No such question has arisen.

WORK ON HOLIDAYS AND OVERTIME DONE BY THE INDUSTRIAL EMPLOYEES OF THE FORMS PRESS, ALIGARH.

200. **Pandit Sri Krishna Dutta Paliwal:** (a) Is it a fact that during the last few months industrial employees of the Government Press, Aligarh, were compelled to work overtime daily and also on holidays? If so, what was the urgency of this continued overwork?

(b) Is this overtime work being taken even now from those employees? If so, why have Government not yet considered the scheme of increasing the strength of the staff?

(c) What was the amount of the production of printing work during the last three years?

(d) Will Government be pleased to put the whole statistics of that period and point out the amount paid for idle time during that period?

The Honourable Sir Frank Noyce: (a) Yes. The industrial employees were required to work overtime to cope with the unusual pressure of work.

(b) No, the pressure of work was only temporary. The latter part of the question does not arise.

(c) and (d). A statement showing the required information is appended.

Year.	Overtime hours worked.	Payment for idle time including stoppage for repairs.
		Rs.
1933-34	34½	3,344
1934-35	85	2,416
1935-36 (up to 30th January, 1936)	114	311

INDUSTRIAL EMPLOYEES OF THE FORMS PRESS, ALIGARH, BOOKED TO WORK OVERTIME.

201. **Pandit Sri Krishna Dutta Paliwal:** Is it a fact that the industrial employees of the Government Press, Aligarh, were booked to work overtime in continuation of their normal period of work without giving them any rest, as required under the Factories Act?

The Honourable Sir Frank Noyce: No.

PROMOTIONS AND APPOINTMENTS IN THE INDUSTRIAL BRANCH OF THE FORMS PRESS, ALIGARH.

202. **Pandit Sri Krishna Dutta Paliwal:** (a) Is it a fact that Government orders concerning communal composition in the case of promotions and appointments were not taken into consideration in the industrial branch of the Aligarh Press?

(b) Will Government be pleased to lay on the table a statement showing the figures of promotions and appointments made during the last two years in this industrial branch of the Aligarh Press?

The Honourable Sir Frank Noyce: (a) No. Recruitment to the industrial establishment in the Aligarh Press is made in accordance with the orders regarding communal representation. These orders do not apply to recruitment by promotion.

(b) The number of persons appointed by direct recruitment to superior posts in the industrial establishment in 1934 included two Hindus, two Muslims and one Christian; in 1935 three Hindus were so appointed. This excludes appointments in leave vacancies which were all for less than three months in duration.

RECRUITMENT OF INFERIOR SERVANTS IN THE FORMS PRESS, ALIGARH.

203. **Pandit Sri Krishna Dutta Paliwal:** (a) Is it a fact that rules regarding communal representation do not apply to inferior servants of the Aligarh Press?

(b) If so, will Government be pleased to state what measures they propose to take in matters of promotion of persons in the inferior establishment to the superior establishment, when members of one particular community are being recruited to the inferior establishment in majority in the industrial staff?

The Honourable Sir Frank Noyce: (a) Yes.

(b) Promotion from an inferior to a superior post is treated as direct recruitment and is subject to the orders regarding communal representation.

EXTENSION OF CERTAIN POWERS VESTED IN THE ASSISTANT MANAGER, FORMS PRESS, ALIGARH.

204. **Pandit Sri Krishna Dutta Paliwal:** (a) Is it a fact that in the Aligarh Press all cases of industrial and non-industrial branches and of leave and promotions and appointments of clerical staff are submitted to the Assistant Manager?

(b) If so, will Government be pleased to state why the extension of the powers vested in the Assistant Manager for the industrial staff, has been extended to the non-Industrial staff? Is it provided for in the rules?

The Honourable Sir Frank Noyce: (a) Yes.

(b) This course has been adopted for the convenience of the administration of the Press. Provision is not made for this in the rules.

COMMUNITY OF THE HEADS OF SECTIONS OF THE INDUSTRIAL BRANCH OF THE FORMS PRESS, ALIGARH.

205. **Pandit Sri Krishna Dutta Paliwal:** (a) Is it a fact that the heads of almost all the sections of the Industrial Department of the Aligarh Press, belong to one particular community?

(b) If so, do Government propose to break this monopoly by interchanging such heads of various sections by those of other Government of India Presses? If not, why not?

The Honourable Sir Frank Noyce: (a) Yes.

(b) No. Because apart from difficulties arising from the differing scales of pay the carrying out of the proposal would involve unnecessary expense both to Government and to the individuals concerned.

CONTRIBUTIONS TO THE LEAGUE OF NATIONS.

206. **Sardar Sant Singh:** (a) Will Government be pleased to state what contributions have been paid from the revenues of India to the League of Nations from its inception up till now?

(b) How much contribution has been made by the Governments of Great Britain, Canada, Australia, South Africa and other members of the British Empire?

(c) Are Government prepared to give notice to the League of Nations of withdrawing from its membership?

The Honourable Sir Nripendra Sircar: (a) and (b). Two statements are laid on the table.

(c) No.

Statement showing India's contribution to the League of Nations, 1921—1936.

Year.	Amount.
	Rs.
1921-1922 (Actuals)	5,49,160
1922-1923 "	4,37,480
1923-1924 "	7,77,990
1924-1925 "	7,05,260
1925-1926 "	5,32,880
1926-1927 "	5,44,150
1927-1928 "	6,67,120
1928-1929 "	6,85,530
1929-1930 "	7,56,130
1930-1931 "	8,10,450
1931-1932 "	9,02,790
1932-1933 "	13,04,880
1933-1934 "	13,83,640
1934-1935 "	14,37,373
1935-1936 (Revised)	14,82,000
1936-1937 (Budget)	14,31,000

Statement showing the amounts in Gold Francs contributed by Great Britain and the several British Dominions for the years 1919—1936.

Year.	Country.	Amount in Gold Francs.
1919	Great Britain	293,615
	South Africa	293,615
	Australia	293,615
	Canada	293,615
1920	New Zealand	35,232
	Great Britain	523,000
	South Africa	523,000
	Australia	523,000
1921	Canada	523,000
	New Zealand	62,760
	Great Britain	1,041,666
	South Africa	1,041,666
1922	Australia	1,041,666
	Canada	1,041,666
	New Zealand	125,000
	Great Britain	1,011,335
1923	South Africa	1,011,335
	Australia	1,011,335
	Canada	1,011,335
	New Zealand	121,360
1924	Great Britain	2,583,668·64
	South Africa	407,947·68
	Australia	707,109·31
	Canada	951,877·92
1925	New Zealand	271,965·12
	Great Britain	2,193,733·62
	South Africa	373,931·91
	Australia	648,148·64
1926	Canada	872,507·79
	New Zealand	249,287·94
	Great Britain	2,132,530·53
	South Africa	363,499·54
1927	Australia	630,065·87
	Canada	848,165·60
	New Zealand	242,333·03
	Great Britain	2,569,601·33
1928	South Africa	367,085·91
	Australia	660,754·64
	Canada	856,533·79
	New Zealand	244,723·92
1929	Great Britain	2,417,128·95
	South Africa	323,711·29
	Australia	596,9·8·09
	Canada	781,417·53
1930	New Zealand	228,235·05
	Great Britain	2,486,536·50
	South Africa	333,626·67
	Australia	614,775·74
1931	Canada	804,553·39
	New Zealand	234,845·30
	Great Britain	2,702,598·57
	South Africa	375,289·11
1932	Australia	682,644·26
	Canada	888,720·17
	New Zealand	256,406·50
	Great Britain	2,900,767·72
1933	South Africa	403,598·96
	Australia	733,601·99
	Canada	954,776·51
	New Zealand	275,279·74

Statement showing the amounts in Gold Francs contributed by Great Britain and the several British Dominions for the years 1919—1936—contd.

Year.	Country.	Amount in Go'd Francs.
1931	Great Britain	3,225,042·12
	South Africa	449,923·88
	Australia	816,986·86
	Canada	1,062,867·99
	New Zealand	306,163·02
1932	Great Britain	3,466,499·54
	South Africa	484,417·81
	Australia	879,075·02
	Canada	1,143,353·80
	New Zealand	329,158·96
1933	Great Britain	3,466,724·80
	South Africa	495,246·40
	Australia	891,443·52
	Canada	1,155,574·93
	New Zealand	330,146·27
1934	Great Britain	3,195,379·60
	South Africa	456,482·80
	Australia	821,669·05
	Canada	1,065,126·55
	New Zealand	304,321·85
1935	Great Britain	3,180,936·95
	South Africa	454,419·55
	Australia	817,955·20
	Canada	1,060,312·30
	New Zealand	302,946·35
1936	Great Britain	3,021,593
	South Africa	431,656·15
	Australia	776,981·05
	Canada	1,067,197·65
	New Zealand	287,770·80

BAN ON THE CARRYING OF *KIRPANS* BY SIKHS IN LAHORE.

207. **Sardar Sant Singh:** (a) Is it a fact that a District Magistrate of Lahore issued orders under section 144, Criminal Procedure Code, banning the carrying of *kirpans* by the Sikhs in the town of Lahore?

(b) Is it a fact that the exemption granted under the Arms Act to the Sikhs for possessing and carrying of *kirpans* was granted by the authority of the Governor General in Council?

(c) What steps have the Government of India taken to annul the orders of the District Magistrate?

(d) Are Government aware that the Sikhs have been greatly perturbed over this order?

(e) How many persons have been prosecuted for carrying *kirpans* and how many for disobeying this order?

The Honourable Sir Henry Craik: (a) My information is that there was an order under section 144 banning the carrying in public of only such *kirpans* as were capable of use as weapons.

(b) Yes, under rule 3 of the Indian Arms Rules.

(c) and (d). I would refer the Honourable Member to the reply given to parts (b) and (c) of Sardar Mangal Singh's starred question No. 697 on the 20th February, 1936.

(e) I have no information regarding the total number of persons prosecuted for carrying *kirpans* or for disobedience of the order promulgated by the District Magistrate.

ADVANCEMENT OF DAIRY INDUSTRY IN INDIA.

208. **Sardar Sant Singh:** (a) What has been done to improve the dairy breed in India?

(b) How much money has been sanctioned in the last five years, and how is it spent?

(c) What has been done to educate general public as to the use of purer milk and its products which are best for human life?

(d) What has been done for the advancement of dairy industry in India?

(e) What are the agencies to carry on the above work?

(f) How does the money spent on this compare with Great Britain in view of the revenue, taxes and duties realized by the Government on milk and its products, chiefly *ghee*?

(g) Will Government please lay on the table a comparative statement of consumption of milk per head in India as compared with Great Britain and United States?

Sir Girja Shankar Bajpai: (a) Since the appointment of the Imperial Dairy Expert was created in 1923, systematic work for the improvement of dairy breeds of cattle has been carried on under his administration as follows:

The Scindi and Gir breeds—at Bangalore and Wellington.

The Thar-parkar and Haryana breeds—at Karnal.

The Murra breed of buffaloes—at Bangalore and Karnal.

In addition a pedigree herd of Sahiwal cattle has been maintained at Pusa for many years. Local Governments have also maintained special herds of dairy cattle at various provincial centres. With the object of assisting private breeders to obtain better prices for pedigree animals the Advisory Board of the Imperial Council of Agricultural Research has recently approved a scheme for the establishment of official herd-books for the most important dairy breeds of India. The results of the valuable work on Indian dairy cattle carried out on the Military Dairy Farms for many years past have been placed at the disposal of the Council for statistical examination. These have recently been published in *Agriculture and Livestock in India*, November 1934, and the *Indian Journal of Veterinary Science and Animal Husbandry*, Volume IV, parts 1, 2 and 3 (1934). Copies of these journals are available in the Library of the House.

(b) The expenditure by the Government of India during the past five years for the development of the dairy industry has amounted to about Rs. 21 lakhs.

(c) All provinces are carrying out general hygiene publicity work by the agency of a hygiene publicity bureau, special officers or general public health staff. Pamphlets, lectures, cinema films and health exhibitions are all utilised in this campaign which includes educative propaganda on the use of pure milk. The provinces also have food legislation which lays down standards for the purity of milk and milk products and provides for sampling and analysing and prosecution of defaulters. Infant welfare clinics throughout the provinces teach the importance of using pure milk in cases where a mother is unable to nurse her child.

(d) The Imperial Dairy Expert has three farms and an experimental creamery at his disposal. A special grant of Rs. 6 lakhs has recently been made by the Government of India for the further development of these institutions, for experimental work and the training of students in dairy technology.

(e) The principal agency is the Imperial Dairy Institute and its branches. In addition the improvement of dairy cattle and of fodder crops is dealt with at the Imperial Institute of Agricultural Research, and at provincial farms and experiment stations. The first named institution provides a comprehensive course of instruction in Dairying for the Indian Dairy Diploma. General instruction in the management of dairy cattle is given as part of the degree courses at the provincial agricultural colleges and at some veterinary colleges.

(f) Comparative figures are not available.

(g) Reliable figures are not available.

COMPETITION OF MILITARY DAIRY FARMS WITH PRIVATE DAIRY BUSINESS.

209. Sardar Sant Singh: Is it a fact that Military Dairy Farms, which are exclusively meant for the supply of troops, are supplying and competing with private individuals in dairy business? If so, how do Government propose to stop this?

Mr. G. R. F. Tottenham: The military dairies are maintained on a scale sufficient to meet the fluctuating demands of the Army in peace and to allow for expansion in war. This necessarily involves the production of a small surplus in time of peace, and, in order that the dairies may be run on an economic basis, this surplus must be disposed of to persons not connected with the Army.

The disposal of the surplus is arranged in such a way as to interfere as little as possible with private enterprise. Sales to the public are only made at remunerative rates and no steps are taken by means of advertising to give them special encouragement.

MANAGERS IN THE MILITARY DAIRY FARMS.

210. Sardar Sant Singh: (a) How many Indian and European Managers are in the Military Dairy Farms at present, and what is the pay of the European and Indian Managers?

(b) What is being done to have some more Indian Managers in the Military Dairy Farms?

Mr. G. B. F. Tottenham: (a) Sixteen British and six Indian. The pay of the former is Rs. 840 rising to Rs. 1,050 per mensem with efficiency bars at Rs. 540, 700 and 850 and that of the latter Rs. 200 rising to 500 per mensem with efficiency bars at Rs. 290 and 410.

(b) Recruitment of British managers ceased in 1922, since when all vacancies caused by the retirement of British managers are being filled by Indians.

CONTINUANCE OF THE WASIKA IN FULL TO THE SURVIVING DESCENDENTS OF RAJA BODH SINGH.

211. **Mr. Sri Prakasa:** (a) With reference to the answers communicated to the Honourable Rai Bahadur Lala Mathura Prasad Mehrotra by the Political Secretary to the Government of India with his letter No. D. 3743-G./34, to his questions admitted as serial Nos. 157-160 in the final list of the Council of State, dated August 30, 1934, are Government aware with regard to answers to question No. 157 (d) & (e), that in the matter of succession to the *wasika*, the deed of deposit in Persian contains the words "*Shan wa warshan shan naslan bad naslan*" and the words in Aitchison's 'Treaties' are ' . . . to their heirs and successors for ever'?

(b) Will Government state how the principle that collaterals are excluded on the lineal heirs being extinct came to be accepted?

(c) With regard to answers to questions Nos. 157 (h) and 158 (l), are not Government aware of the contradictory nature of the statements made?

(d) Is it not a fact that in the deed of deposit as well as in the letters to the Resident, Darab Ali Khan's status is mentioned as that of a free citizen and as the master of his own property?

(e) Is it a fact that the Begum sought the British Government's assistance in saving her relations and dependents from tyranny and oppression, and that as mentioned in Aitchison's 'Treaties', her fears against the intentions of the Nawab Vazeer led to the institution of *amanat wasika*?

(f) Is it not a fact that in 1820, Raja Bodh Singh succeeded to the *wasika* of his brother Darab Ali Khan? Was this assured to be hereditary and proved by the letters of residents?

(g) Are Government aware of the wording of the Rupkar of 1841 which says: "from the old official and office reports it has been discovered that the dependents of the late Darab Ali Khan are drawing their allowance which was fixed to them generation to generation and that consequently the pension of Raja Bodh Singh is worth being continued because he was own brother of Darab Ali Khan", and also "Bechu Singh is entitled to inherit his father's pension", and that "the petitioner is entitled to succeed to the late Raja Bodh Singh's pension and it is therefore ordered that the pension of the late Raja Bodh Singh be fixed in the name of his son Babu Bechu Singh".

(h) With regard to answer to question No. 159, are Government aware that on consideration of the Rupkar of 1841, and other papers, the Government of India declared in 1871, that the pension of Babu Bechu Singh must descend to his heirs?

(i) Are Government aware of the continuous wrong that has been done to the descendants of Raja Bodh Singh, the heir of Darab Ali Khan, on account of their not receiving all that is their due under the Begum's deed of deposit?

(j) Are Government prepared to order that the *wasika* be continued in full to the surviving descendants of Raja Bodh Singh?

Sir Aubrey Metcalfe: (a) Yes.

(b) This principle was accepted at a very early date. As long ago as 1899 the claims of collateral relatives were rejected. Subsequently, in 1899, the Government of India framed a rule that "no heir who is not in the direct line of descent from an original grantee can succeed to any portion of a *Wasika*. Such heirs must be treated as non-existent".

(c) There is no apparent contradiction.

(d) Darab Ali Khan is described as a faithful servant in the Deed of Deposit. The descriptions referred to are not readily traceable in letters to the Resident.

(e) Yes.

(f) Raja Bodh Singh did not succeed to the *Wasika* of Darab Ali Khan as a matter of right. The Resident exerted his influence and the King of Oudh assigned to him a monthly sum of Rs. 500 as an act of grace. There was no assurance that this stipend would be treated as hereditary.

(g) In issuing the *Rubkar* of 1841 in favour of Babu Bechoo Singh, the fact that the stipend of Rs. 500 had been granted to his father, Raja Bodh Singh, as an act of grace was ignored, but in 1874 the Government of India held that the orders in Bechoo Singh's case were passed under a misapprehension.

(h) Yes.

(i) No, *vide* the answer to part (f) above.

(j) Out of the *Wasika* of Rs. 500 per mensem, Rs. 266-10-8 per mensem have already lapsed and allowances of Rs. 238-5-4 per mensem are still enjoyed by members of Bodh Singh's family. These *Wasikas*, being tenable for life only, will lapse after the deaths of the present recipients.

NEW RULES REGARDING PRIVILEGE PASSES ON RAILWAYS.

212. **Mr. N. M. Joshi:** (a) Is it a fact that according to the new rules regarding the privilege passes over Railways, as stated in the Railway Board's letter No. 2740-T.A., dated the 21st September 1935, to Agents of State-managed Railways, second class passes will be given only to those employees who are in receipt of pay of Rs. 126 and above per mensem?

(b) Is it a fact that according to the old rules in force on the Great Indian Peninsula Railway (*i.e.*, 1919 to 1935), second class passes were allowed to employees in receipt of pay of Rs. 100 and above?

(c) If so, is it not a fact that the class of employees who are in receipt of an amount between Rs. 100 and Rs. 126 per mensem are adversely affected by the new rules?

(d) Is it not a fact that, when the pass rules of 1919 were introduced and intermediate class prescribed for employees getting between Rs. 50 and Rs. 100, the interests of the employees who were already getting second class passes were safeguarded, even in spite of their being in receipt of pay between Rs. 50 and Rs. 100?

(e) Is it not a fact that when the new "State Railway Leave Rules" were introduced in the year 1929, they were not enforced in the case of the staff enjoying the old Company Rules or those enjoying "Fundamental Rules", and that those who were serving under the Company Management were given an option to continue under the old rules or to adopt the new rules?

(f) Is it not a fact that when the new scales of pay were introduced, the old employees were not affected by them, as they were allowed to receive the pay, rates of increments and promotions as per old cadre?

(g) If the answers to parts (d), (e) and (f) be in the affirmative, is it not a fact that the railway administration had accepted the principle that whenever any new change was introduced the existing rights and privileges of the old employees would not be deprived of or curtailed?

(h) If so, is it not a fact that the absence of any safeguard in the new pass rules regarding the existing privileges and rights of the employees is a violation of this principle?

(i) If so, are Government prepared to make the necessary changes in the new pass rules; if not, why not?

The Honourable Sir Muhammad Zafrullah Khan: (a) Yes.

(b) Second class passes were admissible to subordinates in receipt of salaries of over Rs. 100 per mensem.

(c) and (d). Yes.

(e) The new State Railway Leave Rules which were issued with the Government of India, Railway Department, Resolution No. 8373-E., dated the 20th February, 1930, a copy of which is in the Library of the House, are applicable to railway servants, with the exceptions specified therein, who were appointed on or after 1st April, 1930, and to those appointed prior to that date on the understanding that when the revised leave rules for State Railway employees were introduced they would be brought under them.

(f) The new scales of pay are not applicable to persons who were in Government service on 15th July, 1931.

(g) No. The question as to whether any change in matters affecting the staff generally should apply to all employees or otherwise is considered separately in each case as it arises.

(h) and (i). Do not arise.

RULES REGARDING GRANT OF PASSES AND PRIVILEGE TICKET ORDERS TO GREAT INDIAN PENINSULA RAILWAY EMPLOYEES.

213. **Mr. N. M. Joshi:** (a) Is it not a fact that the rules regarding the grant of passes and P. T. O. concessions to Great Indian Peninsula Railway employees are intended for the benefit of the employees as well as their dependents?

(b) Is it not a fact that, according to the existing rules, the mother of the employee, if a widow, is also entitled to this concession?

(c) Does the divorced mother get the same concessions as the widowed mother under the present rules?

(d) If the answer to part (c) be in the negative, do Government propose to make necessary changes in the rules, so as to entitle the divorced mother of the employee to get the P. T. O. concessions? If not, why not?

The Honourable Sir Muhammad Zafrullah Khan: I have called for information and will lay a reply on the table in due course.

INCONVENIENCES OF RAILWAY STAFF AT KIRKEE.

214. **Mr. N. M. Joshi:** (a) Is it not a fact that Kirkee is a Cantonment station, and are Government aware that there is a scarcity of residential quarters suitable to the subordinate staff of the Great Indian Peninsula Railway?

(b) Is it not also a fact that articles of food and other necessaries of life are more costly in Kirkee than in other places nearby?

(c) If the answers to parts (a) and (b) be in the affirmative, is it not a fact that the staff working at Kirkee are required to stay in places like Bhamburda or Poona where the cost of living is comparatively cheap?

(d) Is it not a fact that in places, such as Bombay, Calcutta and Madras, where the cost of living is higher than the surrounding parts, residential free passes are issued to the railway employees?

(e) Are Government prepared to extend the same concessions to the railway employees working at Kirkee by issuing free passes to them? If not, why not?

The Honourable Sir Muhammad Zafrullah Khan: I have called for information and will lay a reply on the table in due course.

ISSUE OF PROVISION PASSES TO THE COMMERCIAL STAFF AT GULBURGA.

215. **Mr. N. M. Joshi:** (a) Is it not a fact that the Transportation staff, working at Gulburga, is provided with Provision Passes between Gulburga and Sholapur on the Great Indian Peninsula Railway?

(b) Is it not a fact that both the Commercial and Transportation staff at Hotgi, etc., are provided with the same passes to the nearest marketing station?

(c) Is it not a fact that the same privilege has been denied to the Commercial staff working at Gulburga, whose nearest marketing place is Sholapur?

(d) Do Government propose to issue Provision Passes to the Commercial staff at Gulburga? If not, why not?

The Honourable Sir Muhammad Zafrullah Khan: I have called for information and will lay a reply on the table in due course.

**PAY OF NEW ENTRANTS OF THE POSTS AND TELEGRAPHS DEPARTMENT
IN BOMBAY.**

216. Mr. N. M. Joshi: (a) Are Government aware of the Resolution No. 150/33, dated the 2nd May, 1935, passed by the Bombay Government?

(b) Is it a fact that the new entrants under the Bombay Government were allowed to retain the pay that they were drawing prior to their transfer to the new scales of pay?

(c) Is it a fact that the same procedure was not adopted in the case of the new entrants of the Posts and the Telegraphs Department?

(d) If the reply to part (c) be in the affirmative, will Government be pleased to state whether they intend to apply the method adopted by the Bombay Government to the new entrants of the Posts and Telegraphs Department? If not, why not?

The Honourable Sir Frank Noyce: (a) The Honourable Member presumably refers to the Bombay Government resolution of the 2nd May, 1934, and not 1935; if so, the reply is in the affirmative.

(b) and (c). Yes.

(d) No. The procedure adopted by the Indian Posts and Telegraphs Department was in accordance with the rules framed by the Government of India regarding new entrants to the public services under the Central Government.

**INCLUSION OF THE TIME SPENT IN RECORD OFFICE IN THE DUTY HOURS OF
THE RAILWAY MAIL SERVICE SORTERS.**

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

(a) whether it is a fact that the sorters working in the Railway Mail Service Sections are required to attend the Record Office during their rest days for getting their work-papers checked, for preparing the work-papers of the next trip, and for attending to the Circulars and the Orders issued from time to time by the Director General, the Postmaster General and the Divisional Superintendent;

(b) the average time spent in the Record Office on these days; and

(c) whether this time is included in the duty hours of the sections; if not, whether Government are prepared to consider the advisability of including this time in the duty hours; if not, why not?

The Honourable Sir Frank Noyce: (a) The facts are substantially as stated by the Honourable Member.

(b) The time spent by sorters in the Record Offices depends upon the importance of the section and varies between one and four hours.

(c) The Honourable Member's attention is invited to the reply to parts (d), (e) and (f) of Mr. B. N. Misra's starred question No. 884 on the 13th September, 1933.

INCLUSION OF THE TIME SPENT AT TERMINAL STATIONS IN THE DUTY HOURS OF THE RAILWAY MAIL SERVICE SORTERS.

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

- (a) what time on an average is spent by the sorters working in the Railway Mail Service Sections at terminal stations, specially at Presidency Towns, such as Bombay, Calcutta, etc., after finishing their outward trips and what time is spent by them at the Headquarters Station after completing the inward journey;
- (b) whether the time so spent is considerably far more than that spent at places other than the Presidency Towns; and
- (c) whether this time is included in the duty hours of the Railway Mail Service Sections; if not, whether they propose to include it; if not, why not?

The Honourable Sir Frank Noyce: (a) The Honourable Member presumably refers to the time spent by the Railway Mail Service Sorters at railway stations at which the beats of sections terminate either on the 'Out' or on the 'In' trips. If so, the period varies from 15 to 45 minutes, at important stations, according to the volume of mails delivered to the post or mail offices or to other running sections.

(b) This is generally the case as the volume of mails to be delivered is larger at Presidency-towns.

(c) The reply to the first part is in the negative. As regards the latter part, the Honourable Member's attention is invited to the replies given to parts (c), (e) and (f) of Mr. B. N. Misra's starred question No. 884 on the 13th September, 1933.

ALLOWING OF THE USE OF COTS BY INFERIOR SERVANTS OF THE RAILWAY MAIL SERVICE.

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

- (a) whether it is a fact that the inferior servants in the Railway Mail Service are not allowed to use the cots supplied in the rest houses;
- (b) whether any orders have been issued in the matter by Government or the Director General;
- (c) whether it is a fact that the rules laid down in the Manuals of the Department permit only a limited bedding to be taken on duty; and
- (d) whether they are prepared to consider the necessity of allowing the use of cots by the inferior servants?

The Honourable Sir Frank Noyce: (a) Cots are not generally supplied to Railway Mail Service Rest Houses for the use of inferior servants.

(b) No.

(c) Yes.

(d) Government will ask the Director-General to consider the suggestion.

SUPPLY OF WARM CLOTHING TO THE INFERIOR SERVANTS IN THE RAILWAY MAIL SERVICE.

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

- (a) the standard laid down for the supply of warm clothing to the inferior servants in the Railway Mail Service;
- (b) whether it is a fact that warm clothing has not still been supplied to the inferior servants of the Railway Mail Service, 'J' Division, attached to the Sub-Record Office, Ahmedabad,
- (c) whether it is a fact that it has been supplied to the inferior servants of the Railway Mail Service 'W' Division stationed at Ahmedabad;
- (d) if the reply to part (c) be in the affirmative, the reasons for making a distinction between the inferior servants of the Bombay and the Central Circles; and
- (e) whether it is a fact that the matter was represented to the Postmaster General, Central Circle, by the Union a year back; if so, why the supply is still being delayed?

The Honourable Sir Frank Noyce: (a) The warm clothing supplied to the inferior servants in the Railway Mail Service consists of a woollen jersey which is supplied to the staff employed in stations where climatic conditions justify it.

(b) to (e). Government have no information. The matter is within the competence of the Head of the Central Circle to whom a copy of the question is being forwarded for suitable action.

FEE CHARGED FOR APPLICATION FORMS FOR PASSES AND PRIVILEGE TICKET ORDERS ON THE EAST INDIAN RAILWAY.

221. Mr. Amarendra Nath Chattopadhyaya: (a) Is it a fact that the East Indian Railway Administration has recently decided to charge a fee of annas eight for every Free Pass Application Form and annas three for each Privilege Ticket Order Form? If so, will Government please state:

- (i) whether this measure is actuated by grounds of economy;
- (ii) whether all other means of effecting economy have been explored;
- (iii) whether the bulk of the applications for Free Passes and Privilege Ticket Orders are from the non-gazetted staff;
- (iv) whether the gazetted officers are exempted from the payment of these fees;
- (v) whether the families of gazetted officers are permitted to travel on the Metal Passes issued to the gazetted officers;
- (vi) whether the gazetted officers are entitled to travel in the first class carriages, and
- (vii) whether these fees are charged by the other State-managed Railways?

(b) Is it the policy of Government, in so far as the East Indian Railway is concerned, to inflict all restrictions and retrenchments on the non-gazetted staff? If not, do Government propose to withdraw these fees? If not, why not?

The Honourable Sir Muhammad Zafrullah Khan: The reply to the first part of (a) is in the negative. The second part of (a) and (b) do not, therefore, arise.

PERSONAL PAY GRANTED TO THE STAFF ON THE EAST INDIAN RAILWAY.

222. Mr. Amarendra Nath Chattopadhyaya: (a) Will Government please state whether Personal Pay has been granted to certain gazetted and non-gazetted staff on the East Indian Railway? If so, has the Personal Pay been withdrawn from any of the non-gazetted staff as a measure of economy?

(b) If the answer to part (a) be in the affirmative, will Government please state whether the Personal Pay has also been withdrawn from gazetted officers? If not, will Government please state why such discriminatory treatment is meted out to the non-gazetted staff on the East Indian Railway?

(c) Do Government propose to issue instructions for the restoration of the Personal Pay to those non-gazetted employees from whom it has been withdrawn and for the immediate stoppage of discriminatory treatment to one class of their employees? If not, why not?

The Honourable Sir Muhammad Zafrullah Khan: (a) If the Honourable Member will specify the period for which he seeks information, I will consider if the information can be given.

(b) Government have no information and have no reasons to believe that there is any discrimination in the grant of personal pay as between gazetted and non-gazetted staff. Each case is considered on its merits.

(c) Government do not propose to take any action.

OFFICERS OF THE EAST INDIAN RAILWAY PROVIDED WITH BUNGALOW PEONS.

223. Mr. Amarendra Nath Chattopadhyaya: (a) Will Government please state whether the gazetted officers of the East Indian Railway at the head offices at Calcutta and on the divisions are provided with peons who are described as Bungalow Peons?

(b) Is it a fact that these peons are in practice the domestic servants of these gazetted officers?

(c) Is it also a fact that the Job Analysis staff have not explored this avenue to effect economy?

(d) Do Government propose to have this avenue of economy scrutinized? If not, why not?

The Honourable Sir Muhammad Zafrullah Khan: Government are informed as follows:

(a) The Divisional Superintendents and certain other officers in the head offices at Calcutta and in the divisions who are liable to be called out for duty on the line at any time or who are required to deal with or send out urgent messages outside the normal office hours are given bungalow peons.

(b) No.

(c) The job analysis of bungalow peons attached to officers posted in the head offices has already taken place, but as the job analysis of divisional offices has not yet been made the work of the bungalow peons attached to divisional officers has not yet been analysed.

(d) Yes.

GARAGES PROVIDED TO CERTAIN OFFICERS OF THE EAST INDIAN RAILWAY.

224. Mr. Amarendra Nath Chattopadhyaya: (a) Will Government please state whether garages are provided at the head offices at Calcutta and on the divisions of the East Indian Railway for the garaging of the motor cars of the gazetted officers?

(b) If the answer to part (a) be in the affirmative, will Government please state whether rent is charged for the use of the garages? If so, is a fixed sum charged for each motor car?

(c) If the answer to part (b) be in the negative, do Government propose to consider the question of exploring this avenue to increase the revenues? If not, why not?

The Honourable Sir Muhammad Zafrullah Khan: Government have no information. Enquiries are being made from the Agent, East Indian Railway.

MOTOR ALLOWANCE GRANTED TO CERTAIN OFFICERS OF THE EAST INDIAN RAILWAY.

225. Mr. Amarendra Nath Chattopadhyaya: (a) Will Government please state whether motor car allowances are granted to the gazetted officers of the East Indian Railway attached to the head offices at Calcutta and on the divisions? If so, what posts carry this allowance?

(b) Is the same amount paid as allowance to all the recipients? If not, what are the different scales?

(c) Is it a fact that, as a measure of economy, the non-gazetted staff who hitherto were granted hackney carriage rates, are now given tram or bus fares?

(d) Do Government propose to explore this avenue of effecting economy by withdrawing the motor car allowance and paying hackney carriage rates when the gazetted officers actually use such conveyances when on duty? If not, will Government please state the reasons for this differential treatment to one class of their employees?

The Honourable Sir Muhammad Zafrullah Khan: (a) I lay a statement on the table of the House giving the required information.

(b) No, the amount varies with the actual mileage performed by each officer on duty.

(c) Yes.

(d) No, because the officers actually use their motor cars, a practice which results in a considerable saving of time, apart from the fact that the scale of allowance prescribed by Government is economical.

List of officers on the East Indian Railway who are in receipt of a motor-car allowance.*Medical Department.*

	Rs.
District Medical Officer, Dhanbad	75
District Medical Officer, Asansol	75
District Medical Officer, Moradabad	100
District Medical Officer, Allahabad	50
District Medical Officer, Lillooah	75
District Medical Officer, Dinapore	50
District Medical Officer, Gaya	50
District Medical Officer, Jamalpur	50
District Medical Officer, Lucknow	100

Transportation Department.

Sub-Divisional Superintendent, Dhanbad	50
Assistant Superintendent, Transportation, Allahabad	50
Assistant Superintendent, Transportation, Calcutta	75

Stores Department.

District Controller of Stores, Lucknow	50
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Colliery Department.

Colliery Superintendent, Giridih	75
Colliery Manager	50
Mechanical Engineer, Giridih	75
Colliery Manager	100
Assistant Electrical Engineer, Giridih	50

HOUSE ALLOWANCE GRANTED TO CERTAIN OFFICERS OF THE EAST INDIAN RAILWAY.

226. **Mr. Amarendra Nath Chattopadhyaya:** (a) Will Government please state whether house allowance is granted to the gazetted officers attached to the head offices of the East Indian Railway at Calcutta?

(b) If the answer to part (a) be in the affirmative, what is the amount paid to the different classes of gazetted officers?

(c) Do Government propose to accommodate some of these gazetted officers in the spacious mansions built by the East Indian Railway for its gazetted officers at Howrah? Will this cause a saving in expenditure?

(d) How many flats in the mansions at Howrah are vacant?

The Honourable Sir Muhammad Zafrullah Khan: (a) Yes.

(b) According to the scales laid down by Government.

(c) It is presumed the building known as Colvin Court is referred to. If so, officers already occupy the quarters referred to.

(d) None.

AMALGAMATION OF THE ESTABLISHMENT SECTIONS OF THE CHIEF OPERATING SUPERINTENDENT AND THE CHIEF COMMERCIAL MANAGER, EAST INDIAN RAILWAY.

227. **Mr. Amarendra Nath Chattopadhyaya:** (a) Is it a fact that the Establishment sections of the Chief Operating Superintendent and the

Chief Commercial Manager of the East Indian Railway have been combined and placed under the control of a senior scale gazetted officer assisted by a lower gazetted service officer and clerical staff?

(b) Is it a fact that this arrangement has been found satisfactory?

(c) If the answers to parts (a) and (b) be in the affirmative, are Government prepared to consider the advisability of creating an Establishment section in the office of the Agent to deal with establishment matters of all the departments attached to the head offices at Calcutta? If not, why not?

(d) Has such a recommendation been made by the Job Analysis staff? If not, what useful purpose do they serve?

The Honourable Sir Muhammad Zafrullah Khan: (a) Yes.

(b) Yes.

(c) Government have been informed that it has already been decided to create a central establishment branch as early as possible.

(d) No.

CONTRACT FOR LICENSED COOLIES AT SEALDAH.

228. Mr. Amarendra Nath Chatteropadhyaya: (a) Is it a fact that the Station Superintendent, Sealdah Station, on the Eastern Bengal Railway, has been given the contract for the licensed coolies at that station?

(b) If the answer to part (a) be in the affirmative, will Government please state:

- (i) the number of licensed coolies at that station;
- (ii) the number of mates and supervisors in charge of the coolies;
- (iii) whether these coolies are required to do all the work of the Railway, such as loading of parcels, etc.; and
- (iv) whether any subsidy is paid by the Railway to the contractor; if so, what amount per mensem?

(c) Is it not a fact that considerable time is required for the supervision of the coolies, their mates and supervisors by the contractor?

(d) Is the Station Superintendent a whole-time subordinate and is he in receipt of rent-free quarters?

(e) Do Government propose to discontinue this practice of having a whole-time employee and contractor combined and of giving the licensed cooly work to a person who is not employed by the Railway either in a gazetted or non-gazetted capacity? If not, why not?

The Honourable Sir Muhammad Zafrullah Khan: (a) Yes.

(b), (i). 430.

(ii) Fifteen mates and three supervisors.

(iii) No.

(iv) Rs. 105 per mensem is paid to the contractor for handling booked luggage and parcels.

(c) No.

(d) Yes.

(e) I understand the Administration have the matter under consideration.

RULES REGULATING DISCIPLINE AND RIGHTS OF APPEAL OF NON-GAZETTED STAFF ON STATE-MANAGED RAILWAYS.

229. Mr. Amarendra Nath Chattopadhyaya: (a) Is it a fact that in the rules regulating discipline and rights of appeal of non-gazetted railway servants on State-managed Railways, framed by the Railway Board in June, 1935, provision has been made under rule 2 for the imposition of penalties?

(b) Is it also a fact that no provision has been made that before an order of censure is passed against a railway servant, he shall be informed of the definite offences of failures on account of which it is proposed to impose the censure, and his explanation be obtained and considered?

(c) If the answers to parts (a) and (b) be in the affirmative, are Government prepared to consider the advisability of including "Censure" in rule 12? If so, are Government prepared to advise the Agents of State-managed Railways and instruct them to publish the same in their Gazettes, as was done in the case of the rules? If not, why not?

The Honourable Sir Muhammad Zafrullah Khan: (a) Yes.

(b) Yes.

(c) Government do not consider it practicable to adopt the suggestion. I may, however, add for the information of the Honourable Member that a railway servant possesses the right of appeal against an order of censure.

PRINTING OF PRIVATE MATTERS IN THE EAST INDIAN RAILWAY PRESS.

230. Mr. Amarendra Nath Chattopadhyaya: (a) Will Government please state whether the printing of matters unconnected with the requirements of the East Indian and the Eastern Bengal Railways is done at the East Indian Railway Press? If so, who secures such orders and who fixes the rates?

(b) If the answer to part (a) be in the negative, will Government please state:

(i) whether *the Railway Accounts and Finance*, the quarterly journal of the Institute of Railway Accountants and Auditors (1927), is printed in the said Press;

(ii) the number of copies printed for each issue and the amount charged;

(iii) whether the rate charged is the same as that charged by other presses; if not, whether it is higher or lower;

(iv) who decides on the rates that are to be charged;

(v) whether the Printing Superintendent secured this order by way of a tender; if not, who secured the same;

(vi) whether the Printing Superintendent is a Principal Officer; if not, under whom he is attached;

(vii) whether any systematic check is made by the inspecting staff of the Accounts Department on the Press; and

(viii) whether any check is exercised by the Chief Accounts Officer; if so, what the nature of the check is?

(c) Is it a fact that the Assistant Secretary to the Agent, D. Carmody, is a Member of the Council of the said Institute? If so, is he also a Railway Accountant or a Railway Auditor?

(d) Is it further a fact that the printing of the said journal at the East Indian Railway Press was arranged by the Assistant Secretary to the Agent? If so, what disciplinary action do Government propose to take for the misuse of powers? If none, why not?

(e) Are Government aware that the Railway Press has of late been used for the printing of private matters, such as the journal referred to in part (b), a Report on the working of an English Railway by T. J. Ryan, a subordinate at that time; a Monograph on the General Classification of Goods and Associated Topics by C. A. Crawford; etc.? If so, do Government propose to take severe disciplinary action against the offending officials who are causing a leakage of revenue of Government? If not, why not?

The Honourable Sir Muhammad Zafrullah Khan: (a) The practice has been that printing required by outside bodies connected with state railways such as institutes may be executed by the East Indian Railway Press at the prescribed rates subject to the sanction of the Agent. The question of whether or not this practice should be continued is being looked into.

(b), (i) Yes—see paragraph (a) above.

(ii) 250 copies are printed at the rate of Rs. 2 per page.

(iii) No information is available regarding the rate charged for such printing by other firms.

(iv) Rates are fixed by the Printing Superintendent with reference to cost.

(v) No. The Secretary of the Institute himself applied to the Railway.

(vi) No. The Printing Superintendent works under the immediate control of the Agent.

(vii) and (viii). A Press Accountant and a clerk who are both under the control of the Chief Accounts Officer check the accounts of the Press.

(c) Yes. Mr. Carmody was formerly a member of the Railway Audit and Accounts Department.

(d) No.

(e) Government is aware that the journal referred to in part (b) and the report and monograph referred to by the Honourable Member were printed at the East Indian Railway Press. The answer to the second part of the question is in the negative. The cost of printing of the journal referred to in part (b) was recovered and the printing of the report and monograph was ordered by competent authority in the interests of the service. In all technical branches of Government selected papers and reports prepared by Government servants and dealing with subjects connected with their official duties are printed and circulated at Government's expense. Government attaches considerable value to such publications and desires that their preparation by Government servants should be encouraged.

INTRODUCTION OF THE DIVISIONAL SYSTEM OF OPERATION ON THE EAST INDIAN RAILWAY.

231. Mr. Amarendra Nath Chattopadhyaya: Will Government please state:

- (i) when the divisional system of operation was introduced on the East Indian Railway;
- (ii) whether it was introduced as an experimental or a permanent measure;
- (iii) whether this system is in operation on the other State-managed Railways; if so, on what Railways;
- (iv) whether it is more costly than the district system of operation;
- (v) whether the total number of gazetted officers are greater under the divisional system or under the district system; and
- (vi) whether they have had this system closely watched since its inception?

The Honourable Sir Muhammad Zafrullah Khan: (i) From February, 1925.

(ii) As a permanent measure.

(iii), (iv) and (v). I would invite the Honourable Member's attention to the Honourable Mr. J. C. B. Drake's replies to the Honourable Mr. Jagdish Chandra Bannerjee's question No. 9 asked in the Council of State on the 20th September, 1932, and to the Honourable Rai Bahadur Lala Ram Saran Das's question No. 103 asked on the 23rd September, 1932.

(vi) Yes.

DISTRICT AND DIVISIONAL SYSTEMS OF OPERATIONS ON THE EAST INDIAN RAILWAY.

232. Mr. Amarendra Nath Chattopadhyaya: (a) Is it a fact:

- (i) that under the district system of operation on the East Indian Railway the different sections such as, the Commercial, the Locomotive, the Transportation, the Engineering, etc., were under district officers with experience in the work of those branches;
- (ii) that the district officers were under the Principal Officers of the different branches who were qualified in the work of those particular branches;
- (iii) that under the divisional system only part of the work of the Commercial, Locomotive, Transportation, Engineering, etc., is under the Divisional Superintendent;
- (iv) that the remainder of the work is under the Chief Commercial Manager, Chief Mechanical Engineer, Chief Operating Superintendent, Chief Engineer, etc.;
- (v) that the controlling authorities are not the Divisional Superintendents but the Principal Officers such as the Chief Operating Superintendent, Chief Engineer, etc.;

- (vi) that the Divisional Superintendents so far have been officials from the Transportation and Engineering branches; and
 - (vii) that the officials actually working the divisions are the senior scale officers in charge of the respective branches with the exception of the branch to which the Divisional Superintendent belongs?
- (b) Will Government please state:
- (i) whether promotions of non-gazetted staff in receipt of a certain pay and over are made by the Principal Officers; and
 - (ii) whether the punishment of such staff is vested with the Principal Officers?

The Honourable Sir Muhammad Zafrullah Khan: (a), (i). Yes, but there were no separate District Officers of the Commercial Branch.

(ii) The District Officers worked directly under the orders of their respective heads of departments.

(iii), (iv) and (v). All the work of the Commercial Power, Transportation and Engineering Departments relating to a division is under the Divisional Superintendent subject to general supervision and control by the respective heads of departments and the Agent.

(vi) Members of all the service departments, *vis.*, Engineering, Transportation, Traffic and Commercial and Transportation Power and Mechanical Engineering Departments have from time to time worked as Divisional Superintendents.

(vii) No. The Divisional Superintendent is responsible for the work of all the branches under him.

(b), (i). Yes.

(ii) Yes, subject to delegations made by the Agent.

DISTRICT AND DIVISIONAL SYSTEMS ON COMPANY-MANAGED RAILWAYS.

233. **Mr. Amarendra Nath Chattopadhyaya:** Will Government please state on which Company-managed Railways the divisional and the district systems are in operation?

The Honourable Sir Muhammad Zafrullah Khan: I would invite the Honourable Member's attention to Mr. A. A. L. Parsons reply to Dr. K. G. Lohokare's question No. 38 asked in this House on the 23rd August, 1926.

UNIFORMITY IN THE SYSTEM OF OPERATION ON ALL STATE-MANAGED RAILWAYS.

234. **Mr. Amarendra Nath Chattopadhyaya:** Is it the policy of Government in the Railway Department to have a uniform system of operation on all State-managed Railways? If so, what action have Government taken to bring this about? If none, why not?

The Honourable Sir Muhammad Zafrullah Khan: The reply to the first part is in the negative. The latter part does not arise.

REVERSION TO THE DISTRICT SYSTEM OF OPERATION ON STATE-MANAGED RAILWAYS.

235. Mr. Amarendra Nath Chattopadhyaya: Are Government prepared to consider the desirability of reverting to the district system of operation on State-managed Railways? If not, why not?

The Honourable Sir Muhammad Zafrullah Khan: No, because it will not be advantageous to do so.

CREATION OF A TEMPORARY BRANCH FOR JOB ANALYSIS OF WORK ON THE EAST INDIAN RAILWAY.

236. Mr. Amarendra Nath Chattopadhyaya: (a) Is it a fact that on the East Indian Railway a temporary branch has been created under the Agent, described as the Deputy Agent, Organisation, for the job analysis of the work on that railway?

(b) Is it further a fact that this section is manned by junior scale officers and junior non-gazetted staff under the orders of the Deputy Agent, Organisation?

(c) If the answers to parts (a) and (b) be in the affirmative, will Government please state:

- (i) whether the staff temporarily employed under the Deputy Agent, Organisation, is drawn from the staff of the other departments;
- (ii) whether on completion of this work they will be returned to their former posts;
- (iii) whether this temporary section has made, in the faithful discharge of its duties, proposals for the abolition of any posts held by employees of the gazetted service as being superfluous or that the work could be amalgamated with other posts, if so, what gazetted posts were recommended for abolition and which of them have been abolished;
- (iv) whether the policy of this temporary section is to recommend drastic retrenchments amongst the non-gazetted staff only; and
- (v) whether it is incumbent on the Divisional Superintendents and Heads of Departments to accept *in toto* the recommendations of this temporary section?

(d) Has this avenue of securing economy, the abolition of the temporary section, been explored by the Agent? If so, with what results? If not, why not?

The Honourable Sir Muhammad Zafrullah Khan: (a) Yes..

(b) One senior scale officer, two junior scale officers, and certain non-gazetted staff are working under the Deputy Agent, Organization.

(c), (i). Yes.

(ii) They will be returned to their respective departments.

(iii) The post of Assistant Superintendent, Way and Works (Colony), Asansol, was recommended for abolition by the Deputy Agent, Organization, and has been held in abeyance.

(iv) and (v). No.

(d) The job analysis section has been the means of saving large sums to the railway and has completely justified its creation.

RECOVERIES FROM THE PAY OF NON-GAZETTED STAFF OF STATE RAILWAYS FOR OVER-PAYMENTS.

237. **Mr. Amarendra Nath Chattopadhyaya:** (a) Is it the policy of Government in the Railway Department to penalise the non-gazetted staff on State-managed Railways by recoveries from their pay of moneys alleged to have been paid by mistake?

(b) Is it a fact that both the Eastern Bengal and the East Indian Railways have made recoveries from the pay of non-gazetted staff of sums of money amounting to hundreds and in many cases of a few thousands of rupees on the ground that certain allowances or house rent have been overpaid?

(c) If the answer to part (b) be in the affirmative, will Government please state:

- (i) whether any disciplinary action is taken against the staff in the office responsible for such mistakes;
- (ii) whether any disciplinary action is taken against the gazetted officers in charge of those offices;
- (iii) whether there are cases where over-payments have been made in the cases of the gazetted staff;
- (iv) whether in such cases recoveries are made from their pay or the amounts excess paid are written off; and
- (v) whether Government propose to issue instructions to stop such recoveries?

The Honourable Sir Muhammad Zafrullah Khan: (a) The Honourable Member's attention is invited to Rule 77 (b) of Railway Account Code, Volume I, which lays down that when erroneous payments have been passed through oversight in the Accounts Office, payments made less than 12 months ago, should be recovered, and the orders of the competent authority obtained with regard to previous over-payments. These are generally written off. No distinction between gazetted officers and subordinate staff is made in this respect.

(b) I am unable to give a reply unless specific cases are quoted.

(c) Does not arise.

ALTERATION IN AGE OF EMPLOYEES ON THE EAST INDIAN RAILWAY.

238. **Mr. Amarendra Nath Chattopadhyaya:** (a) With reference to the reply given in the Council of State to question No. 155 on the 26th April, 1934, that the production of a baptism certificate will, on the North

Western Railway, automatically cause a change in the recorded age to be made, will Government please state :

- (i) whether it is incumbent on the East Indian Railway Administration to accept and to alter the age in accordance with that shown in a baptism certificate; and
- (ii) whether the production of an Entrance, Matriculation or University certificate entitles the holder to an immediate alteration in the recorded age?

(b) Is it the policy of Government in the Railway Department to have, as far as possible, a uniform system on State-managed Railways? If so, do Government propose to issue necessary instructions to the Agent of the East Indian Railway to accept baptism certificates and Matriculation, Entrance or other University certificates in support of applications for alteration of ages? If not, why not?

The Honourable Sir Muhammad Zafrullah Khan: (a) It was not stated in reply to question No. 155 that the production of a baptism certificate will automatically cause a change in the recorded age of an employee. On the other hand it was stated that no specific evidence had been prescribed but that it must be such as will satisfy the sanctioning authority. I may add for the Honourable Member's information that each case is dealt with on its merits according to the rules in force and the production of a baptism or a university certificate only cannot in each case be considered as sufficient proof for the alteration of the recorded age.

(b) The reply to the first part of the question is in the affirmative. As regards the latter part the Agents of State-managed Railways have already been made aware of the policy of Government in this matter and no further action is necessary.

ATTACHMENT OF INSPECTION CARRIAGES OF THE LOWER GAZETTED OFFICERS TO GOODS TRAINS.

239. **Mr. Amarendra Nath Chattopadhyaya:** (a) Is it a fact that the Chief Operating Superintendent of the East Indian Railway has recently issued instructions that the inspection carriages of the lower gazetted officers are to be attached to goods trains only?

(b) Is it further a fact that junior and senior scale officers are permitted to attach their inspection carriages to passenger and express passenger trains?

(c) If the answers to parts (a) and (b) be in the affirmative, will Government please state the reasons for this discriminatory treatment to one section of its gazetted officers?

(d) Are Government aware that discriminatory treatment of staff leads to a lowering of their efficiency and creates great discontent?

(e) Do Government propose to issue instructions to treat the senior scale, the junior scale and the lower gazetted officers alike in the matter of attaching their inspection carriages to trains? If not, why not?

The Honourable Sir Muhammad Zafrullah Khan: (a) and (b). Instructions have been issued to the effect that officers' carriages which are reserved for junior scale and lower gazetted officers are to be attached to goods trains only.

(c) and (e). Such discrimination as there is, is necessary in the public interest. Junior scale and lower gazetted officers work as assistants to senior scale officers and it should ordinarily be sufficient for the efficient discharge of their duties for them to travel by goods trains. Their travelling in train service carriages by passenger trains also ensures greater attention being given to the condition of the compartments.

(d) Yes, if there is no justification for it.

GAZETTED OFFICERS EMPLOYED IN THE WAY AND WORKS SECTION OF THE HOWRAH DIVISION, EAST INDIAN RAILWAY.

240. Mr. Amarendra Nath Chattopadhyaya: (a) Will Government please state whether the following gazetted staff are employed in the Way and Works section of the Howrah Division on the East Indian Railway:

Senior Superintendent,
 Superintendent, Lower,
 Superintendent, Upper,
 Assistant Superintendent, No. 1.
 Assistant Superintendent, No. 2.
 Assistant Superintendent, Burdwan.
 Assistant Superintendent, Rampore Haut.
 Assistant Superintendent, Sahabgunge?

(b) If the answer to part (a) be in the affirmative, will Government please state:

- (i) whether the Deputy Agent, Organisation, has job analysed this section of the divisional office; if so, with what results; if not, why not;
- (ii) whether the Deputy Agent, Organisation, is substantively employed as an Engineer;
- (iii) whether the number of gazetted staff in this particular section of the division is excessive or not; and
- (iv) whether they propose to take action in this matter with a view to effecting economy in its working expenses?

The Honourable Sir Muhammad Zafrullah Khan: (a) So far as Government is aware this is so.

(b), (i), (iii) and (iv). Government have no information. These are matters of detailed administration entirely within the competence of the Agent, East Indian Railway, to decide, and Government do not consider it necessary to interfere. I am, however, sending a copy of the question to the Agent for information and such action as he may consider necessary.

(b) (ii). The post of Deputy Agent, Organization, is temporary and is at present filled by an officer of the Mechanical Engineering Department.

SELECTION OF STAFF FOR PROMOTIONS ON THE EAST INDIAN RAILWAY.

241. Mr. Amarendra Nath Chattopadhyaya: (a) Is it a fact that no rules or procedure are observed on the Howrah Division of the East Indian

Railway by the Selection Boards for selecting staff for promotions? If not, will Government please state:

- (i) whether one Selection Board was convened for the filling up of posts of Head Goods Clerks and Assistant Goods Clerks at Howrah Goods Sheds;
 - (ii) whether separate Selection Boards should have been convened; and
 - (iii) whether men who were not normally entitled to promotion to these posts were summoned before the Selection Board?
- (b) Is it further a fact that for the post of Weigh Clerk at Howrah Goods Shed (a non-selection post) a Selection Board was convened? If so, will Government please state:
- (i) whether the Superintendents, Commercial and Staff, sat on the Selection Board;
 - (ii) whether twenty men were originally selected to appear before this Board; and
 - (iii) whether the Assistant Goods Supervisor, Shalimar, who is in a supervisory post, was permitted to appear for the post of a Weigh Clerk?
- (c) Do Government propose to take action so that the rules prescribed by Government are observed by the gazetted officers attached to the Howrah Division and remove the cause of the discontent amongst the staff? If not, why not?

The Honourable Sir Muhammad Zafrullah Khan: (a) No.

(i) Yes, in December, 1934.

(ii) No.

(iii) As the Howrah goods sheds were being re-organised it was necessary that the best available staff should appear before the board for examination of their respective merits, and as such in addition to the existing senior staff under the old organisation, other suitable candidates with the necessary commercial experience were also interviewed.

(b) Yes. The recruitment rules do not prohibit the appointment of selection boards for the purpose of examining the relative merits of candidates for promotion to non-selection posts where such a course is considered desirable.

(i) Yes.

(ii) Yes, twenty men were originally called to appear before the selection board and subsequently this number was increased to thirty.

(iii) The assistant goods supervisor, Shalimar, was one of the men permitted to appear.

(c) Government do not consider any action is necessary as they have no reasons to believe that the rules are not being observed.

GAZETTED OFFICERS IN CHARGE OF ESTABLISHMENT MATTERS ON THE EAST INDIAN RAILWAY.

242. **Mr. Amarendra Nath Chattopadhyaya:** (a) With reference to the reply given in this House to unstarred question No. 3 on the 2nd September, 1935, that the Superintendents and Assistant Superintendents on the

East Indian Railway who deal with establishment matters are not required to pass any examinations relating to their duties and that no useful purpose will be served by holding such examinations, will Government please state what is the object in insisting on the passing of departmental examinations by the non-gazetted staff unconnected with the passing or working of trains?

(b) Why are gazetted officers in the other branches required to pass departmental examinations before being placed in responsible positions?

(c) What action do Government propose to take to ensure having efficient gazetted officers in charge of establishment matters?

The Honourable Sir Muhammad Zafrullah Khan: (a) and (b). If the Honourable Member will specify the examinations to which he is referring I will endeavour to reply.

(c) Government have no reason to believe that officers in charge of establishment branches are not competent to discharge their duties satisfactorily and do not propose to take any action.

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

DEMAND No. 6E.—WORKING EXPENSES—EXPENSES OF TRAFFIC DEPARTMENT—*contd.*

Grievances of Railway Workers—contd.

Mr. President (The Honourable Sir Abdur Rahim): The House will now resume discussion of the motions relating to Railway demands.

Mr. N. M. Joshi (Nominated Non-Official): Sir, when the discussion on the adjournment motion began, I was saying that it was somewhat unfair on the part of the Honourable Member in charge of the Railways to have mentioned the additional expenditure required for some labour legislation as well as for increasing the wages and salaries of some classes of railway employees. If the Honourable Member had mentioned this fact along with the fact that the railway authorities have also begun to save some money by introducing revised scales of pay with which my Honourable friend, Sir Henry Gidney, will deal later on, and if he had also mentioned that the railway authorities have saved money by retrenchment, I would have understood their fairness in mentioning this additional expenditure. Moreover, I call this action of the Honourable Member unfair, because, when he mentions the additional expenditure incurred for bettering the conditions of service of subordinate employees, he failed to mention the 40 or 50 lakhs of rupees which the Government of India are spending for what is popularly known as the *Lee loot*. May I ask him why he did not mention that fact while he mentioned the fact of spending 50 lakhs of rupees for labour legislation? Sir, the fact is that the Government of India are always ready to give whatever they can, and perhaps even more, to their higher officers while they always grudge spending money on their subordinate employees. I feel, Sir, that if the Government of India want to place their railways on principles of justice and fair-play they should change their angle of vision.

Sir, before I begin to deal with the grievances of railway employees, I should like to say that the Royal Commission on Indian Labour had made various recommendations for improving the conditions of life and service of railwaymen in India. The Railway Board and the Government of India in the Railway Department have done the least in giving effect to the recommendations of the Whitley Commission. Sir, it is now more than five years since the report of the Royal Commission was published and most of the important recommendations are still under the consideration of the Railway Board. I shall not deal with the details of these recommendations; I shall first speak of the conditions of the lowest paid railway employees. Sir, I have already mentioned in the beginning of my speech the failure of the Government of India to revise the scales of wages and salaries of the lowest paid railway employees as recommended by the Royal Commission on Labour. They failed to do that. Moreover, Sir, the Royal Commission recommended that the leave rules should be revised so that the concessions as regards leave given to the daily-rated men and the inferior servants should be extended. The leave rules have been revised, but, unfortunately, the daily-rated men and the inferior servants are placed at a disadvantage. Like the other employees of the railways they are not permitted to accumulate their leave. Then, Sir, the daily-rated men and the inferior servants are not given full leave or sick leave on full pay until they have put in three years' service. This condition is not imposed upon other employees of the railways. Then, when the inferior servants are promised some leave, according to the rules, the railways do not maintain a leave reserve for the inferior servants, with the result that although the leave is provided by the rules the inferior servants actually do not get leave. I would like the Honourable Member to collect statistics and get facts as to the extent to which the inferior servants are able to take advantage of the leave which is provided for under the rules. Then, Sir, the Royal Commission on Indian Labour, in the interests of the lowest paid employees of the Indian railways, suggested to the Government of India that it is wrong and unjust that the lowest paid employees of the Indian railways should be deprived of the privilege of the provident fund. Sir, if there is any class of railway employees which deserves to be helped in maintaining themselves in their retirement or old age, it is the lowest paid employees. Unfortunately, it is the lowest paid employee who is not given the benefit of the provident fund. The Royal Commission, therefore, recommended that for employees getting less than Rs. 20, it should be the option of the employee whether he will be a member of the provident fund or not. Unfortunately, the Government of India have not done this. The Government of India may say that now they have not got funds. May I ask them whether an age-long injustice, an injustice which has lasted for a hundred years should be continued on the ground that there is no money to redress the grievance?

The Honourable Sir Muhammad Zafrullah Khan (Member for Commerce and Railways): The Indian railways have not been in existence for a hundred years.

Mr. N. M. Joshi: They have been in existence for perhaps 50 or 75 years, I do not know. That is not the material point; the material point is that the grievance is a very long one. Sir, the Royal Commission also made certain recommendations regarding gratuity. Gratuity is not paid for people who retire before they put in 15 years' service. The Royal

[Mr. N. M. Joshi.]

Commission recommended that this condition is a hard one, and, therefore, they suggested to the Government of India that they should do away with this restriction. It has not yet been done. Then, Sir, the lowest paid employees of the Indian railways have some grievances as regards the grant of free passes to travel on the Indian railways. The higher paid employees of the Railway Department get passes; I am told the number is restricted,—perhaps it may be 10 or 14, I do not know the exact number,—but they get a large number of passes to travel first class all over the Indian railways. But in the case of the lowest paid employees and the inferior servants, they are given passes on Indian railways on only those lines on which they are working. In some cases they do not get passes to travel even on the whole of the line on which they are working,—what is called the home line,—but they only get passes to go to their home station, that is, the station from which they can go to their native village. I feel this is an injustice. If the railway employees generally are given passes to travel over all the Indian railways, why should the inferior servants be denied that privilege? I am not suggesting that if the higher paid employees are given first class passes, the inferior servants should also be given first class, although in my opinion there is nothing wrong in it. I am not claiming that; but I certainly claim that as regards the number of passes, as regards the lines on which free passes should be given, there should be no discrimination made on the ground that some people are poor and low-paid. And if any discrimination is to be made, it must be made in favour of the inferior servants and not against them. Then, Sir, as regards the passes, there are other grievances. On the Great Indian Peninsula Railway, certain classes of employees are given passes to travel by intermediate class, but at the same time they are prevented from travelling on express and mail trains. Generally an intermediate class carriage is attached to express and mail trains only, with the result that although, according to rules, they are entitled to travel intermediate class, they are compelled to travel third class because there are very few trains with intermediate carriages attached. I would like the Honourable Member either to let these people travel second class or arrange for more intermediate carriages to be attached to all trains, so that the difficulty which the employees are feeling may be surmounted.

I would like to say a word or two about one or two other suggestions made by the Royal Commission on Indian Labour. The Royal Commission recommended that when a railway employee, after he is confirmed, is again made to undergo medical examination, he should have the right to suggest, if he so desires, the name of an independent authority for his examination. Now, this recommendation will not cost anything to Government, but Government are still considering for five years this small suggestion.

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

Mr. N. M. Joshi: I shall do my best

Mr. President (The Honourable Sir Abdur Rahim): A time limit has been fixed and should be adhered to.

Mr. N. M. Joshi: All right, Sir. The Royal Commission recommended that railway doctors should not be allowed private practice beyond the railway employees. Again, the Government of India are considering this suggestion. I do not know why they should take any long time to come to a decision on this point.

I would like to say a word about what is called contract labour and about which my Honourable friend, Mr. Giri, has spoken. The Government of India are trying to give work, in their own workshops and in railway stations, on contract, on the ground that such work, if given on contract, can be done cheaper. I am not suggesting—although I would be justified in suggesting—that the work which the Honourable Member in charge of Railways is doing or the work which the Chief Commissioner is doing may also be done by contract, but at the same time I would like the Government of India to undertake the responsibility of carrying on their own work in their own department, instead of giving it to contractors. The danger of giving such work to contractors is that labour is exploited. The contractors compete among themselves and take on works for sums for which they cannot execute them satisfactorily, with the result that labourers suffer. The Royal Commission on Indian Labour has made a suggestion to the effect that in every contract entered into there should be a fair wages clause. Indian railways have not yet given effect to that recommendation. I would like the Government of India to see that hereafter the fair wages clause is inserted in

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member must now conclude his remarks.

Mr. N. M. Joshi: I hope the Government of India will give their attention to the suggestions I have made, and I hope, Sir, that the House will support me in the recommendations which I have made.

Lieut.-Colonel Sir Henry Gidney (Nominated Non-Official): Sir, it is with some considerable hesitation and reluctance that I rise to speak on certain grievances of railway subordinates, a hesitancy due to the reassured feeling of security that I have and that most railway employees have today in the new Commerce Member. We feel that, under his able guidance, all complaints which have been made will receive rectification at least as much as is possible, and we feel—indeed I also feel—that it may be unnecessary for me to repeat them; but I desire, in a spirit, not of hostility, but of friendliness, to point out certain grievances which do really exist, of which he may not be aware.

One of the changes which I am very glad to notice is that the Honourable Member himself now answers railway questions in this House and so relieves the Financial Commissioner of some of his duties which gives him more opportunities of devoting more attention to railway finance. Among the many grievances to which I should like to refer, the first one is about the revised scales of pay. Sir, in July, 1931, the Railway Board issued a notice—I have no doubt in consultation with the Government of India—that all new entrants in railways would be engaged on a temporary basis and subject to the revised scales of pay. Three and a half long years passed during which period recruits were taken into the service, and, after this period, Government thought fit to issue the revised scales of pay, which scales, if compared with the former scales of pay, and even if compared with the scales of pay before the War, would disclose

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the astounding fact that in many sections the scales have been reduced by over 50 per cent. In 1934 Government issued these revised scales, and recruits of three years' service were told that their salaries would have to be reverted and they would be given the new scales of pay. A few days after this, the Railway Board issued a circular to the effect that those who were recruited between 1931 and 1934 and who were not informed at the time of appointment of the revised scales of pay would be given the old scales of pay. About four months after this, the Government of India in the Railway Department issued another circular cancelling this and stating that they would all have to accept the new scales of pay. Strange to relate that this last cancelling order synchronised with the year in which the five per cent. railway servants' cut was restored, and to my mind there is no doubt that this alteration of the second order of the Railway Board was to show to the House that there was a fall in railway expenditure and in this way they were able to balance the restored five per cent. cut. Now, it is hardly to be expected that the new entrants, who entered from 1931 to 1934, if they had known then that their pay would be 50 per cent. less than what they were originally drawing, would have agreed to join the railways. I know that this severe reduction has not been done to an equal extent in the case of officers' salaries. To add to this, one has to realise that the railway subordinate, besides being given much less pay—sometimes half of his original pay—has been deprived of many amenities and privileges. His education grant has been reduced, his passes have been reduced, he has been deprived of house-rent in many cases, reduction in overtime, and the lessening of the many facilities which he enjoyed before. This has made his condition so bad as to merit the word "appalling". In the case of superior officers, the advantages that they once enjoyed have been very slightly reduced. Moreover, a superior officer would have, even on his initial salary, enough money on which he and his family can live; but, I ask you, how can a subordinate in the Loco. Department, getting Rs. 10, 12 and 15, and in the Traffic Department starting on Rs. 30 which, in nine years, rises up to a maximum of Rs. 65, be expected to live on his initial salary? And yet, Sir, the Railway Board had before them at the time the memoranda which were supplied by various bodies to the Labour Commission showing the minimum cost of living for Indians and other communities. I submitted a statement to the Labour Commission in which I showed, beyond any doubt, the absolute minimum cost of living for an Anglo-Indian lad. This was calculated as follows: A cup of tea and bread in the morning which costs him two to four annas, a plate of curry and rice for breakfast which costs him eight annas, a cup of tea and bread in the afternoon which costs him two to four annas, and a plate of curry and rice for dinner which costs him eight annas. This comes to Rs. 1-8-0 a day. I ask, how does the Railway Board expect that lad, who starts on Rs. 10, 12 and 15 a month as a cleaner in the Loco. Department—and let me add the Railways demand a matriculate for the post—and on Rs. 30 a month in the Traffic Department to live on that pittance of a salary?

The Honourable Sir Muhammad Zafrullah Khan: What is the minimum salary that the Honourable Member would propose?

Lieut.-Colonel Sir Henry Gidney: I would propose an initial salary of Rs. 30 a month for all such jobs.

The Honourable Sir Muhammad Zafrullah Khan: How could he spend Rs. 1-8-0 a day on food alone out of Rs. 30 a month?

Lieut.-Colonel Sir Henry Gidney: If the Honourable Member will allow me, I shall tell him. Let me tell him, I know of a certain railway that is keeping some of these servants on allowances from their Sports Fund. It is all very well for the railways and this House to say that they must reduce the salaries of staffs. Do you realise that a time will come when industries will improve and other departmental salaries will be increased, and, unless you raise these railway salaries, you will create such a state of revolution that you will be faced with an upheaval? It will come—mark my words—soon.

Another point is this. Why should the Railway Board expect a candidate for the Loco. Department to have passed the matriculation examination and start him on Rs. 10, 12 and 15 a month saying that he is learning his work, and yet, a candidate for the Traffic Department, who has passed the same examination, is started on Rs. 30 per mensem? Why should there be this difference? My submission is that the Honourable Member should give his consideration to the initial salary of all such appointments being fixed at a minimum of Rs. 30 a month. It will certainly be a much better initial salary than Rs. 10 to 15 per mensem. It is ridiculous to expect a man in the Anglo-Indian community to join the Loco. Department on this pauper's wage and expect from him compulsory enlistment in the Auxiliary Force. How can a man living on Rs. 10 or Rs. 15 a month be expected to be an effective member of the Auxiliary Force? I am now only talking about the Anglo-Indian community, but this grievance is one common to all communities.

Sir Cowasji Jehangir (Bombay City: Non-Muhammadan Urban): But has not the Act been amended?

Lieut.-Colonel Sir Henry Gidney: It has not been to this extent.

Sir Cowasji Jehangir: What is the amendment in the House of Lords about?

Lieut.-Colonel Sir Henry Gidney: I am sorry I cannot discuss that just now. When the Railwaymen's Federation met the Chief Commissioner of Railways recently, Mr. Giri suggested an increase of pay. The Railway Board had the temerity, knowing these facts, to ask Mr. Giri to prove that the present scales of pay were not adequate. I cannot conceive of any Railway Board thinking that the scales of pay they are giving today to the Loco. Department are adequate. I know you can get an illiterate man for Rs. 10; but you demand a matriculate, and I say you must give the Loco. men an initial salary of Rs. 30, the same as is given to the Traffic. It is no use saying that the cost of living has gone down, because, ever since 1931, the amenities of life have increased. One is told that the policy of Government is to raise the general standard of living; but what are you doing here? You are not raising, but considerably reducing the standard of living to an appalling condition, and you are also trafficking on the present day poverty and unemployment, and because you are getting thousands of such people, you decline to raise the wage. I say you are going against the very policy that you have laid down. I do feel sure that the Honourable Member will give this matter his most serious consideration.

[Sir Henry Gidney.]

The next point I desire to touch on is the promotion of the subordinate staff. In this House, many Members have demanded the publication of the rules regarding training and promotion of subordinate staff, and that has been ignored. All I want to ask again is that the Railway Board should publish the rules relating to the training and promotion of subordinate staff. What is the present system regulating such matters? Officials, some of them—I do not say all—at their own will and pleasure declare a job to be a selection job, and the flood gates are opened to the exercise of nepotism. When questions are asked in this House as to why this should be so, evasive replies are given. A subordinate has every right to know under what rules he gets promoted and the avenues of promotion to the higher scales and the Railway Board's procedure. The most unsatisfactory aspect of this matter is this: when a senior subordinate is passed over by a junior for any particular job, he is then told for the first time in his service that his work has been unsatisfactory for years. He protests; he is told to shut up; he protests again; he is warned; he protests again; he is a marked man and his future career is ruined. This is not drawing a darker picture than is really the case. The Railway Board knows that such incidents occur every day in the railways. If the work of a subordinate is bad, why is he not warned according to the rules? But nothing is done till the time comes for promotion to a permanent vacancy: the very man may have been acting in that vacancy for years when it was of a temporary character when the vacancy becomes permanent and he is suddenly told that he is unfit and a junior man is brought in—a favourite of the appointing official. I can assure the Honourable Member that this practice is causing a considerable amount of dissatisfaction among the subordinate staff, and it must be stopped.

Then, there are other forms of promotion that are done. In various railways, promotions are done divisionally and demotions are done departmentally. In the G. I. P. Railway, for instance, when a promotion has to be made, the promotion is made in the cadre of the division; when a demotion is made, it is made in the whole departmental cadre. I will give you the man's name—Vincent working in the Nagpur Division. I give it, because it is a glaring case showing this unjust system. Here is a man who was an excellent electrician with an excellent record of service. Vacancies took place as chargemen in two other Divisions; he, though senior, was not selected, because he was not in those Divisions; junior men were made chargemen. Then, later on, there was demotion from the chargemen's grade, and the chargeman who was demoted was placed at the top of the electrician grade, and Mr. Vincent, who happened (as the result of this unfair system and though senior) to be at the bottom of the electrician cadre, was reduced to a lower grade. I appeal to the Honourable Member that this is really a serious grievance, and I think he will be the first to realise it and see that, if promotion is made, divisional demotion should be made the same. But I submit with all respect, that this practice is not right, it is not practised with officials, and that promotion and demotion should be done departmentally, not divisionally. The same thing happens in promoting passenger guards to mail guards in certain railways.

The next point is recruitment to the upper subordinates. Recently we have had the experience of various railways. I mention two, the North Western and the Eastern Bengal . . .

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

Lieut.-Colonel Sir Henry Gidney: . . . advertised in the public press certain vacancies for men of ten years' experience to fill up appointments as foremen and assistant foremen in the workshops. This is wholly wrong. There are hundreds of worthy subordinates waiting to fill these appointments and, yet, outsiders are being brought in. What is the effect? Ambition is killed; the work of these men deteriorates naturally; but what is worse, it opens the flood gates for nepotism; in addition, these outsiders who are brought in on higher salaries and are placed senior to others with longer service are, in a short time, taken into the lower gazetted service which is essentially meant for subordinates, not outsiders. I say this should be stopped . . .

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member's time is up.

Lieut.-Colonel Sir Henry Gidney: One minute, Sir. Another point: the appeal rules should be remedied and brought on to the same level as appeals in all other departments of Government. The Honourable the Home Member said yesterday that appeals lay to the Public Service Commission, but I say these cases cannot be brought up to the Public Service Commission, because that Commission only deals with gazetted officers. I submit the time has come, nay it is long past (and the House knows it, for we have frequently defeated Government on this demand), when we should have a standing inquiry committee for railways. The railways should also see that the recommendations of the Labour Commission on labour unions are respected and not flouted. The welfare and staff committees which are better termed as "farewell committees" are of no use to railwaymen. It is time that the Railway Board, full as it is of old Members in their last years of service, took on younger and more energetic men and reorganised its system of working, especially in regard to the grievances of its subordinate staff.

Mr. D. K. Lahiri Chaudhury (Bengal: Landholders): Sir, I have great pleasure in supporting the motion . . .

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member will remember that the debate on this motion will close at 12-45. Also the Honourable Member in charge has got to reply.

Mr. D. K. Lahiri Chaudhury: I will be as brief as possible. On the last occasion, I took up the cause of railway crewmen. I spoke on the motion which was so ably moved by my friend, Mr. Joshi, last year, and I now support the motion moved by Mr. Giri. I want to add this. It has been said that some improvement had been effected in the scales of these railway crewmen. The existing scale of pay of these men is Rs. 36 rising by increments of Rs. 4 to Rs. 60. If they accept the revised scales, it will be Rs. 30, increment of Rs. 4 ending at Rs. 50. That means that they will get only Rs. 9 increment in the pay. But there is one thing which ought to be seriously considered. I am glad, Sir, that the Government have taken up the matter after I raised the question of the scales of pay of railway crewmen, but I do not think that the revised scale

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of pay, as suggested by the Railway Board, will really improve the condition of these crewmen. Though they will get an annual increment of Rs. 5 or a little more, yet, in the long run, they will lose, in that they will lose the benefit of gratuity and provident fund. It must be remembered that, in their present scale of pay, they will get the benefit of gratuity and provident fund on Rs. 60, but if they accept the revised scale of pay, they will get the benefit only on Rs. 50. Similarly, in the case of the crew-in-charge, they will get the benefit of provident fund and gratuities on a salary of Rs. 105, and not on Rs. 120, which is the present scale. Now, Sir, the Honourable the Commerce Member, in presenting his budget, stated clearly that the shortage of traffic was due to a large number of passengers travelling without tickets, and I think he will add to the efficiency of these crewmen if he improves their scales of pay and prospects, and their efficiency can be promoted only if they are well paid, in which case they will take more trouble to constantly check the tickets of the travelling public.

Then, Sir, there is another matter to which I wish to draw the attention of the Honourable the Commerce Member, and it is this. When the Railway Board have decided that the allowances of these crewmen should be included in their pay, they should consider and take steps to see that, under no circumstances, their gratuity and provident fund are decreased or minimised.

These are, Sir, only a few of the grievances of these poor people that I am able to ventilate here within the short space of time at my disposal. I would certainly have mentioned some more of these grievances had I the time to do so. I, therefore, would appeal to the Honourable the Commerce Member to look into the matters I have mentioned and take prompt steps to improve the position and prospects of these workers, because their efficiency, their honesty and their sincerity will help the Railway Administration to get more traffic and more revenue. With these few words, Sir, I support the motion of my friend.

Mr. N. V. Gadgil (Bombay Central Division: Non-Muhammadan Rural): Sir, it is impossible to speak with restraint on this subject, because the injustice from which the railway workers, especially the low paid railway workers suffer, is very great. As the time is very short. I shall merely detail some of their grievances without advancing any arguments.

The first point to which I should like to draw the attention of the Honourable Member in charge of the Railway Department is this. The Royal Commission on Labour has very definitely laid down that all possible attempts should be made to recognise Unions. I take the liberty to state in this House, Sir, that the Railway Administrations have made it a point to refuse recognition, and to lock upon labour as if they were their enemies, forgetting the essential fact that, after all, these thousands of low paid workers, pointmen and others, are the very people who largely help in bringing to the railways whatever profits they earn, and not the highly paid hierarchy at the top. Not only this, Sir, but those who work among these Unions are penalised by transfers and other methods which are very peculiar with the Railway Administration.

Sir, it was pointed out that the deficit in the railway budget was due to the fact that certain labour legislation, as a result of the Washington Convention, has been adopted. I wish to state that that attempt has not gone very far. In the first place, the eight hours convention has been embodied, but the application given to this is so disastrous that in certain cases it has resulted in great injustice. They have divided the services into intermittent and non-intermittent. The classification itself is wrong, and its application is still worse. The road side station staff is classed as intermittent services. They have to be at the post of duty all the time, and so far as they are concerned, this eight hours convention does not apply to them at all.

Then come the porters. I will give one example of what happened at Vikroli, near Bombay. Originally, there were six porters, but as a result of retrenchment three porters were removed, with the result that when the train was about to come to the platform the leverman on duty had to run and attend to the porter's duty, and in his attempt to do this the poor fellow was run over by the train. Had there been the full complement of porters, this disaster could have been avoided, but the poor man is dead, his family is thrown on the scrap heap and nobody worried anymore about it. Had such an accident occurred to any of the highly paid officials, there would have been a hue and cry.

Then, Sir, the retrenchment policy has worked havoc so far as the Great Indian Peninsula Railway is concerned. There are stations where yard supervisors have been retrenched, and their duties have been allotted to certain number-takers, and they have been asked to work for 12 hours. When they complain, they are told to die in work. That is the spirit that is actuating the high officials.

I will give another example, Sir, where the eight hour convention was insisted on the telephone clerks at Khandwa. The reply was to die in work. That is the way how this labour legislation, which is supposed to be responsible for the deficit in the railway budget, has been acted upon and operated in the Great Indian Peninsula Railway.

Then, in the Parel Workshop, compulsory leave has been introduced. Now, this workshop admittedly can do much work, in which case it can not only retain the labour that is already there but it can even increase the present number of workers if, as has been suggested, the contract system is done away with. Much of the work that this workshop turns out,—it can actually turn out much more work than it actually turns out today,—goes to private firms. If the entire work is carried out in the Parel Workshop itself, not only those who are already working there will be retained, but additional staff can as well be employed.

Then, Sir, as a result of retrenchment, thousands of men are out of employment. The number of strikers and those who are suffering as a result of retrenchment is nearly 4,000 so far as the Great Indian Peninsula Railway is concerned. They keep a waiting list for everything. Already there are four waiting lists. These men have waited for well nigh six years, and probably they will have to wait till the day of judgment. That is how the whole administration is conducted.

[Mr. N. V. Gadgil.]

Then, Sir, coming to the question of the revised scales of pay, they have so operated against the low paid staff that the highly paid staff is practically untouched. Whenever there is a question of retrenchment, it is the low paid staff that is retrenched; it does not affect the highly paid staff at all.

The leave rules, rules relating to passes or matters that concern the welfare of the low paid workers in the railways do not receive proper consideration at the hands of the authorities. As there is not sufficient time for me to go into details, I can only say that if there is a deficit, and if as a result of that deficit certain amenities are to be refused to railway workers, that is little credit to those who sit on the Treasury Benches. If the Railways have suffered a deficit on account of loss of transport in wheat and other commodities, it is traceable to the fact that there has been the Ottawa Agreement, and there has been no planned economy or a correct policy. The whole policy is that of grab, and if one department has earned, the other two departments suffer; the result is the poor workers suffer. For these reasons, Sir, I still hope that this policy of retrenchment will be abandoned so far as the low paid railway workers are concerned, and the Government will be a model employer and will at least carry out the recommendations made by the Royal Commission.

The Honourable Sir Muhammad Zafrullah Khan: Sir, I shall endeavour to give very brief replies as there are so many points to be dealt with within the time allowed to me.

The first point raised by Mr. Giri relates to the failure of the Railway Department to set up the joint standing machinery for the resolving of disputes recommended by the Royal Commission on Labour. Here, Sir, there is not only the question of cost that has to be considered in setting up this machinery, but a good many complicated questions of principle have to be decided before a decision can be reached as to whether this machinery can or cannot be set up. Therefore, at this stage, I am afraid, I cannot give any indication to Mr. Giri as to what the result is likely to be. I should not wish to say anything with regard to any matter which might raise hopes that might be discovered subsequently not to have been well founded.

With regard to re-employment of retrenched staff, Mr. Giri complained that a certain number of them have not yet been re-employed, and that the excuse given by the Agents has been that they are not suited for the jobs for which new recruitment has taken place. I am quite sure that, if these people had been suited for the kind of work for which fresh recruitment has been made, there could have been no reason whatsoever why the railways should not have re-employed people who had already been in service and who are now out of employment. Mr. Giri went on to say, if they are not suited for that kind of work, why don't you take them and train them. That, I am afraid, does not solve the difficulty. Those that were suitable have to a large extent already been re-employed. When retrenchment took place, advantage was taken, as Honourable Members are aware, of the retrenchment to get rid of inefficient staff. New recruitment includes a certain proportion of literate staff, and it may be difficult sometimes to re-employ illiterate staff or to take on unsuitable or inefficient staff, in the hope that by further training they might turn out to be efficient. Therefore, it is not only the consideration that they have been previously

in railway service which governs the situation, though a very large number of retrenched staff have already been re-employed and I have no doubt others will be re-employed if they are found suitable for the vacancies that might occur and they are willing to accept employment in accordance with the orders in force on the subject.

Then, my Honourable friend said that when the Supervisor of Railway Labour, whose business it is to see that the conventions that have been accepted and the rules that have been issued are actually enforced, goes out on tour he does not get in touch with such of the railway unions as have been recognised by the different administrations. As to that, the position is that decisions with regard to a very large number of matters that are put forward by these unions have to be taken by the Agent and not by the Supervisor of Railway Labour. And the difficulty is that, if the Supervisor of Railway Labour were to hold conferences at various headquarters with the officials of railway unions, he could not possibly come to any decision with regard to these matters because he has not the authority to come to decisions, nor could he express any opinion thereon, but if the suggestion is that he should give the officers of these unions, if they so desire, the opportunity of discussing matters with him in the sense that they should be able to place before him matters that they want looked into, up to that extent, I am prepared to look into the suggestion, and unless I am faced with some difficulty which may prove to be insuperable, it might be possible to arrange, that when the Supervisor of Railway Labour goes out on tour to the headquarters of a recognised railway union, the officers of that union, if they so desire, might have an opportunity of placing matters before him. As I have explained, however, he cannot come to any decision, nor can he give any replies with regard to suggestions put forward before him, as decisions must rest with the railway administrations concerned.

With regard to punishments and appeals, all sorts of matters of detail have been raised by Honourable Members, to which, obviously, I cannot give any categorical reply, but I do wish to stress this consideration, that, whereas I am prepared to consider any cases of real hardship that might be disclosed by the examination of these questions, Honourable Members must remember that it has repeatedly been urged from the Opposite Benches that the railways are a commercial concern. Now, being a commercial concern run by the State, I am prepared to accept the position that security of tenure and security against unjust infliction of punishment should be greater on the railways than in any private commercial concern. Nevertheless, Honourable Members must recognise that, if a department of this kind has got to be run on commercial lines, certain powers of punishment have to be exercised by certain grades of officers with regard to this kind of staff, and it could not be undertaken that in each case where punishment is inflicted, some very high authority should look into the matter and come to a final decision with regard to the matter. As it is, the working of these rules is causing a great deal of obstruction in the sense that it is almost impossible under the present rules to get rid of a really inefficient or insubordinate workman, and Agents have complained, time after time, that they are so hedged round by restrictions with regard to these matters that the workmen are practically immune from any kind of serious punishment and being in the enjoyment of that security, inefficiency is on the increase. I am sure Honourable Members will agree that, if there is some foundation for that contention of the Agents, that also has to be borne in mind when dealing with these matters.

[Sir Muhammad Zafrullah Khan.]

My Honourable friend, Mr. Joshi, referred to several recommendations of the Royal Commission on Labour, but before I deal with that aspect of the matter, may I take up his contention that I was not fair in mentioning in my budget speech that the enforcement of the Geneva and Washington Conventions and labour legislation recently enacted is costing the railways half a crore of rupees annually. With regard to all those factors that I mentioned in my speech my position was not, as I have tried to explain on subsequent occasions, that these things should be scrapped or that these things are undesirable in themselves. Every one of the factors, that I referred to, competition from motor transport, labour legislation, the development of internal trade and means of production may be eminently desirable in itself and if the financial position had permitted, with regard to labour legislation matters might have been carried further than they have been carried. But when one is examining the question, one has got to point out all the factors in operation, however satisfactory those factors may be in themselves. I have not made the slightest suggestion that these things should not have been done. I have said that in a period of prosperity these would have been a small matter, and as a matter of fact, further progress might have been made, but, I am afraid, in the present circumstances, the pace with regard to these matters has got to be slowed down while we are in this period of financial distress, and I do not think, I was unfair when I mentioned this factor as one of the factors operating in that direction. He said that if I had mentioned the revised scales of pay and the retrenchment that has recently taken place. I might have been fair in mentioning also this question of labour legislation. As a matter of fact, I did mention revised scales of pay—specifically revised scales of pay, and by implication retrenchment also inasmuch as I said that the working expenses had been reduced by six crores during recent years and a great part of it is accounted for by retrenchment. The Honourable Member further said, why did you not refer to the concessions granted by the Lee Commission? Those concessions were granted a long time ago and they were in operation when the period of adversity began. Everybody would admit that if they had not been granted, there would be so much less expense today. But does the Honourable Member put the two factors on the same plane? One has been in operation from a time before the period of depression, and the other has been in operation principally during the period of depression, and they cannot be put in the same category, so that mention of the one should have been accompanied by a mention of the other.

Mr. M. S. Aney (Berar Representative): It came into operation after the separation of the railway finances.

The Honourable Sir Muhammad Zafrullah Khan: With regard to the Royal Commission on Labour, it was said that some of their recommendations have not been put into operation, and that others have not been put into operation as quickly as might have been desired and as might have been possible if the period of prosperity had continued. The Royal Commission on Labour reported in 1931 and that was just the beginning of our troubles. Year after year, the position of our finances with accumulated deficits became worse and it has not been possible to put in force many of the recommendations of the Royal Commission on Labour, the

enforcing of which would necessarily cost a great deal of money. For instance, Mr. Joshi raised the question of admitting lower classes of employees to the benefits of the provident fund. I agree that it is extremely desirable that an employee who is paid a low salary should have something to fall back upon after he retires from service. The question has been examined by the Railway Board, in consultation with the Agents of the principal railways. Estimates have been prepared, and it has been found that, if this recommendation were given effect to, it would add not less than Rs. 50 lakhs a year to railway expenditure. Whether, in the present circumstances, it is feasible to grant this particular benefit along with several others, which have already been mentioned and which Members consider should be granted, I leave the House to judge. Apart altogether from the desirability of these things, one must take into account the amount of funds available for these purposes.

Another matter that he mentioned was the question of passes. He took up two matters. He said that there ought to be a larger number of passes for the lower paid categories of staff and he also made the suggestion that as a good many fast trains do not carry intermediate class carriages, they should be given second class passes. Now, with regard to passes, there has recently been some restriction with regard to all classes of railway employees. Up to 1933, officers were entitled to an unlimited number of passes. Whenever they applied for passes, they were entitled to have them, whether they travelled themselves or wanted passes for members of their families. Then the Board considered that this ought to be drastically curtailed and they restricted it to 12 passes. There was a great deal of dissatisfaction at that. Eventually the decision was to grant 24 single journey passes in all in a year. If an officer goes home and comes back, that would mean two passes. 24 passes of that description were allowed to officers that is to say, for 12 complete journeys and much slighter reductions were made in the case of the subordinate staff.

An Honourable Member: What about saloons?

The Honourable Sir Muhammad Zafrullah Khan: Saloons can be used only when they travel on duty. The suggestion that second class passes should be given instead of intermediate class passes is one that is entirely unacceptable. In fact my personal view is that there are already a very large number of people who are entitled under the rules to second class passes who I consider should not be given second class passes. If that is the position, there is still less justification for granting second class passes to those who under the rules are only entitled to intermediate class passes.

Mr. N. M. Joshi: On a point of explanation,

The Honourable Sir Muhammad Zafrullah Khan: I am afraid, I cannot give way. I have heard the Honourable Member. I am sure, he explained his suggestions clearly when he put them forward. I understand that a man drawing Rs. 126 and above is entitled to a second class pass under the present rules. In no Government department would a man drawing anywhere near Rs. 125 get travelling allowance when he travels on official duty at second class rates. That being so, I am entirely unable to

[Sir Muhammad Zafrullah Khan.]

accept the suggestion made by Mr. Joshi. Perhaps the explanation that he wanted to give was that in some cases fast trains are not available to persons holding intermediate class passes. I am afraid that cannot be helped.

Then, with regard to the question of private practice by Railway doctors, I understand that the Chief Medical Officers of the different Railways are not allowed any private practice at all. The suggestion is that the Divisional Medical Officers should be restricted in their private practice to railway employees themselves and their families. That is a suggestion which I shall certainly look into. I think there is a good deal in it. I cannot here and now announce a decision, because after all it is a suggestion which has been put forward from one point of view and there might be difficulties on the other side but I shall certainly look into the suggestion.

I am afraid, I am not able to look with sympathy upon the suggestion that the railways should not get certain classes of work done by contractors. In certain cases it might be cheaper to have certain classes of work done on contract. This is a very large question, but whether or not it is possible to eliminate contractors altogether the suggestion does indicate that where a contractor himself employs labour under free and unrestricted conditions, the wages that he is able to offer and the conditions of work imposed by him are not regarded by the Honourable Member as favourably as the conditions of work and wages offered by the railways. I said in my budget speech that the condition of labour employed by the railways was certainly better on the average with regard to all these matters than the condition of labour employed by private factories and firms, and that, therefore, for the moment there might be a halt in further legislation with regard to these matters. I do not think that that could be construed as an unfair or unreasonable position.

With regard to revised scales of pay, both Mr. Giri and Sir Henry Gidney made the complaint that the pay of officers had been cut down to a far less extent than the pay of subordinates. I am afraid that proposition is not correct. I am not guaranteeing that with regard to each category the reverse is true but generally the reverse is true. The revised scales of pay show a reduction of approximately 20 per cent. in the pay of the gazetted ranks and of approximately ten per cent. in the case of non-gazetted staff, but the inferior staff have been scarcely touched at all and that is as it should be. I quite agree in principle that where a reduction of that kind has to come it should fall far less heavily on the lower paid staff than on the more highly paid staff.

As regards the granting of concessions like passes, etc., I might also draw attention to a suggestion put forward by Mr. Satyamurti that all such concessions should be withdrawn. That is not practicable but I should certainly say there should be no further extension of these concessions.

Then, Sir Henry Gidney was very indignant over the fact that in the loco. workshops people of his community were paid and were expected to live on Rs. 10 or 12 or Rs. 14 a month. I understand that ordinarily this refers only to Indian boys who are living with their parents and who are taken into the loco. workshops as cleaners for purposes of training at an early age. They start as cleaners on this low pay. I understand that

A few years ago, at the instance of somebody who was interested in the welfare of the Anglo-Indian Community, the proposal was put forward that some Anglo-Indian lads who were doing nothing should be taken on in these workshops and given training, with a view to getting something higher later on. As a result of that suggestion, some Anglo-Indian lads were taken on in the engine sheds on the East Indian Railway as a matter of concession and given something to do as they were entirely at a loose end and I do not think it is fair on the part of Sir Henry Gidney to turn round and say that the railways are exploiting members of his community in that connection. Then he went on to say that the minimum cost of food of a member of his community living by himself was Rs. 45 a month. That being so, even the Rs. 30 suggested by him really would be no fair wage at all. Apart from that, I am afraid that, as a general principle, I am not willing to accept the proposition that the pay of members of any particular community should be regulated by reference to what they choose to regard as their standard of living. I would not at this stage be justified in saying anything further on this matter. These matters must, on the whole, apart from exceptions, be regulated by the question of supply and demand. I might also remind the House that Government have accepted the principle that there should be no racial discrimination in these matters. (Hear, hear.)

Then, Sir, Mr. Lahiri Chaudhury raised a contention with regard to the crewmen. I am afraid he is not in his seat just now. I am informed that in comparing the old scales of pay with the new scales he entirely overlooked the factor that under the old scales of pay there was no allowance in addition to pay; under the new scales of pay there is a fairly substantial allowance in addition. There is one further matter to which I may refer before I resume my seat. Mr. Gadgil, among other suggestions, referred to the question of the recognition of railway unions and he said that in several instances railway unions had not been recognized when they should have been recognized and that the Railways had not encouraged their formation. Sir, railways have all the time encouraged the formation of unions where they have been satisfied that the object of the union would be to obtain facilities for their members, to bring grievances to the notice of the administration and, on the whole, to contribute towards the welfare of their men. On some occasions, unions have not been recognized, for the reason that the Agents have been satisfied, at least so they have explained, that the union was one of a kind of mushroom growth or because the object of those who were trying to form or run the union was not so much the welfare of the members of the union as the pursuit of certain personal ends. Surely discretion must be given to the Agents to come to a decision, with regard to these matters, upon information that they might have with regard to particular unions or with regard to the officers who are running those unions, but in every case where a union is not recognized and the application for recognition is rejected by the Agent, there is a right of appeal to the Railway Board and the Railway Board are prepared to look into such a case when it is brought to their notice. Very often an appeal may not be preferred—as the Agent's decision may be accepted but when one is preferred the Railway Board look into it to see that there has been no arbitrary rejection. I shall always be anxious, as I know my Honourable friend, the Member for Industries and Labour, also is, to encourage the formation of the kind of union that I have mentioned, but my experience is that all sorts of organizations ask for recognition and I am afraid some of them have been

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refused on perfectly valid grounds. The North Western Railway union, with a membership of forty thousand, is an instance of the desirable kind of union. I do not say that this union and the North Western Railway administration always see eye to eye for they represent different points of view, but there would be no hesitation in granting recognition to a union of that kind. In conclusion, Sir, I wish to say this. I am afraid with regard to a good many suggestions that have been put forward the difficulty of lack of funds does arise; that one cannot possibly get away from. Though I recognize the desirability of several of these suggestions being put into practice, I am afraid I could not hold out any hope that they would be put into practice within the next two or three years, that is to say, so long as the present financial position of the railways continues. I have indicated that I am prepared to look into some of them and I shall see what I can do with regard to them. (Loud Applause.)

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

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

The motion was adopted.

Amalgamation of Railways.

Mr. Muhammad Ashar Ali (Lucknow and Fyzabad Divisions: Muhammadan Rural): Sir, I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

I wish, under this cut, to raise the question of amalgamation of railways. Sir, I think it my duty to acknowledge the vast amount of labour and study that the Honourable the Commerce Member has bestowed on the railway question as a whole. It is the first time, Sir, in this House, as we are bound to acknowledge, that we find the Honourable the Commerce Member so very sympathetic to all the suggestions put by the Opposition side and that he is prepared at least to consider all the suggestions so made from the Opposition side. Sir, I do not detract in any way from all that was done in the past by the predecessors of my Honourable friend but at least I am bound to say that the legacy which he has received from the old days is much to be regretted. Fortunately, Sir, nobody can deny that seven hundred and fifty crores of the Indian taxpayer's money is invested in this concern; and, at the same time, there is an interest charge amounting to 31 crores on this capital, which also the Honourable the Railway Member has admitted that the taxpayers have to pay hereafter.

The Honourable Sir Muhammad Zafrullah Khan: No, no, I never admitted that. If the meaning is that I said that the interest will eventually have to come out of the pockets of the taxpayer and that the Railways will not earn any portion of it, I never said that: but it is obvious that all the revenues which are necessary for the expenditure have to come out of the taxpayer's money somehow.

Mr. Muhammad Azhar Ali: I may refer the House to page 18 of the Railway Budget speech, where the Honourable Member said this:

"It must be realised that over 750 crores of the taxpayer's money have been invested in railways in India, and, in the last resort, it is the Indian taxpayer who must pay the interest charges amounting to over 31 crores on this capital."

The Honourable Sir Muhammad Zafrullah Khan: I am afraid you have missed the significance of the phrase "in the last resort".

Mr. Muhammad Azhar Ali: However, so far as the Indian taxpayer is concerned, there may be a time when he may have to be taxed to pay this interest.

The Honourable Sir Muhammad Zafrullah Khan: I hope not.

Mr. Muhammad Azhar Ali: I am glad he will not be taxed further. Now we know that there is a vast amount of capital sunk in these railways and, therefore, the greater the concern of the Indian taxpayer is in their railways the greater I suppose will be the responsibility of the Railway Department to manage this concern with the greatest possible economy. Sir, the gloomy picture in the concluding pages of his speech, which he has depicted with regard to the railway finances, is of course very heart-rending; and when he comes to the conclusion in the last paragraph of his speech, where he says:

"To sum up, the position, though causing anxiety and requiring ceaseless watchfulness, is not, by any means, desperate""

I would say, with regard to the gloomy picture that he depicted, that I beg to differ from him and I must say that it is now "very desperate".

The Honourable Sir Muhammad Zafrullah Khan: If it will satisfy the Honourable Member that I should change that, I am prepared to do it.

Mr. Muhammad Azhar Ali: I am glad that you have given the real picture, which I may say we were never made to see for many years past in this House. Then, he proceeds:

"Given a reasonable improvement in world conditions, regulation of motor transport on a fair competitive basis, a check on further concessions and privileges to Railway staff and legislation imposing effective check upon ticketless travel—there is a fair chance that the financial position of railways will gradually improve and that they will, within a reasonable period, achieve a sound financial position."

My contention is that the Honourable Member has been pitching his hopes very high. He says, "given a reasonable improvement in world conditions". God knows when these world conditions will improve. I am surprised that the Honourable Member is basing his calculations and his budget on such flimsy hopes. I am sure no commercial concern will ever build their finances on such flimsy hopes. We have to deal with hard facts and figures and not deal with hopes which, after all, may not materialize. It is very sad to reflect that the Honourable Member in charge of Railways is basing his estimates on such flimsy expectations.

An Honourable Member: The question before the House is the amalgamation of railways.

Mr. Muhammad Ashar Ali: I am dealing with that presently. The Honourable Member has laid down four conditions for the improvement of railway earnings. I would suggest two more conditions, namely, the amalgamation of railways and also the taking over of Company-managed railways by the State. We have had a full debate in this House on the acquisition of Company-managed railways by the State and so this is not the right time for me to reopen that subject again. Now, Sir, although it may be said that the acquisition of Company-managed railways by the State is a condition precedent to the amalgamation of railways, still I say that the question of amalgamation of railways may be taken up immediately in hand in order to improve the financial position and the economic condition of the railways. When I deal with this question of amalgamation of railways, our experience is confined to the amalgamation of two railways in India recently. Barring those two railways, we have had no other instance of amalgamation to draw our experience from. In 1925 a decision was made that the East Indian Railway and the Oudh and Rohilkund Railway should be amalgamated. What is the result? From a reference to page 15 of the Administration Report for 1925-26, we find about the East Indian Railway that the cost of the staff was 650 millions 73 thousands and 66. In 1925-26, it was 604 millions 92 thousands and 715. Thus there was a saving of about 45 lakhs, 80 thousands. With this glaring example before us of the efficacy of amalgamation of these two railways, namely, the East Indian Railway and the Oudh and Rohilkund Railway, we should see whether we could not achieve similar saving by adopting a similar policy of amalgamation.

We have three kinds of railways in India. In Class I, there are 14 railways, in Class II, there are 18 and in Class III there are 24, thus a total of 51. I exclude in my calculation all the sub-branches. Taking Class I railways, in this category are included the Burma Railways, the Hyderabad and the Baroda Railways. If we exclude these three railways, there remain 11 first class railways. The money spent on each of these 11 railways belonging to Class I every year amounts to about 65 lakhs only on the administrative offices. Thus it will be seen that by amalgamating these eleven railways a colossal amount can be saved. I have just now shown that by amalgamating only two railways, the East Indian and the Oudh and Rohilkund we got a saving of about 45 lakhs and if you multiply this saving so far as the 11 railways are concerned, we get about four crores. It is not my duty to give the exact amount that we can save by the amalgamation of railways. I can only throw out the suggestion that amalgamation will lead to a colossal saving on analogy of the two railways which we have already amalgamated. I, therefore, suggest, that you can amalgamate Class I and Class II railways or even with Class III railways, if you think it proper to include them and I am sure you can effect a very great saving.

Mr. P. E. Rau (Financial Commissioner, Railways): Is the Honourable Member aware that many of the Class II and Class III railways are not owned by Government and cannot be bought by Government.

Mr. Muhammad Ashar Ali: I am not an expert on railways. I do not pose to be an authority on railway matters, and, therefore, I cannot say which class should be amalgamated with which other class. But I am confident that by amalgamation of the various railways you can really

effect a good saving. We find many high paid officers in the various railways and by amalgamation, this duplication of highly paid officers could be avoided. You must cut down the number of officers and also the pay and also cut down the staff. I have got with me figures which relate to the various railways. The following is a list of the officers belonging to the Administrative staff together with their salary in Class I railways:

	Rs.
One Agent	3,500 per month.
Two Deputy Agents	1,950 each per month.
One Chief Engineer	3,000 a month.
Three Deputy Chief Engineers	2,150 a month.
One Chief Mechanical Engineer	2,600 a month.
Three Deputy Chief Mechanical Engineers	2,150 each a month.
One Chief Electrical Engineer	2,300 a month.
One Signal Engineer	2,150 a month.
One Bridge Engineer	1,950 a month.
One Superintendent, Watch and Ward	2,500 a month.
One Chief Operating Superintendent	3,000 a month.
Three Deputy Chief Operating Superintendents	2,100 each a month.

-and so on.

The yearly cost of all this is about 65 lakhs. This is the cost in each railway. And as there are 11 first class railways, you can multiply 65 lakhs by 11 and then you will find what it comes to. Now by amalgamation you are sure to reduce it and you will effect some economy.

Mr. P. B. Rasu: Sir, the total cost of the gazetted staff on all the railways is three crores, while 65 lakhs multiplied by 11 comes to seven crores. I do not know how my friend gets his figures.

Mr. Muhammad Ashar Ali: I only gave approximate figures: I never said they are absolutely accurate figures.

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

Mr. Muhammad Ashar Ali: The Pope Committee also suggested amalgamation. Sir, the Railway Board do not give any statistics on this high-paid staff in their reports. So it is really very difficult for me to sort out from the figures what actually it will come to. But if my Honourable friend wants I can give him the full number of posts which I have got with me and then he can himself calculate what it will come to. Sir, I do not contend that amalgamation is the only way to economise. But what I say is that, along with the other suggestions which the Railway Member has made, amalgamation is the greatest thing. And in that I am supported by the English report of Modern Railway Administration, where they have said:

“The grouping arrangements of the Act overshadowed all other provisions of the measure in public discussion.”

Again:

“The avowed intention of the grouping arrangements as disclosed in the Government White Paper was to secure economy in operation and to effect an approximate financial equilibrium within each of the four groups.”

[Mr. Muhammad Azhar Ali.]

They had about 720 railways which they made into four groups. So I think we can also make these our railways into four groups or two groups.

Now, I will ask only one thing that, the railway administration should start a "railway tribunal" as was done in England. When we are copying several things from England why should we not have a tribunal of this kind set up simply for the sake of devising means for the amalgamation of railways?

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Mr. Mathuradas Vissanji (Indian Merchants' Chamber and Bureau: Indian Commerce): Sir, I rise to support the cut motion. This is the Department of the Government which might be taken as a commercial one and it ought to be run on absolute commercial lines. For the last six years it has proved to be a heavily losing concern inasmuch as it has swallowed up Rs. 45.62 crores out of profits of Rs. 52.56 crores during the previous six years. The railway reserve fund has been wiped out of existence and the depreciation fund has a beggarly 13 odd crores as against over 47 crores which might reasonably be expected in that fund and the difference whereof is used up to make good the deficit in current working of the railways since 1929-30. This is indeed a gloomy picture for a concern and it is high time that the authorities in charge should very seriously consider every possible suggestions that would go to minimise the losses and explore every possible avenue to drag out the concern from its present dreadful position. It is all very well to say that we were the victims of the world-wide depression, which nobody denies. So every railway in the world was, but each tried in its own way to mitigate its influence and went a long way to counteract the force of depression.

During the debate on the first cut motion, various suggestions were made to bring about economies in the working of the railways. I am glad to say that the Honourable the Commerce Member was quite sympathetic and explanatory in his reply on that day. But that would not meet the situation. Some serious steps have got to be taken to balance the future budgets in a more practical way. The object of this motion goes a great way towards achieving this. I will put forward three main reasons for amalgamation. Without going into the details of the benefits that will be derived from the co-ordination of the rates and fares, which could only be possible if all the State lines are amalgamated, I would only say that both the passenger and goods traffic would be profitably facilitated. As for example, while one line gives both-way holiday concessions for *Dasserah*, another gives for *Dwali*, thus passengers travelling on both have to meet with loss and inconvenience. Co-ordination will prevent this and yet increase the traffic and thus result in better earnings. Similarly, goods traffic has different systems for telescoping rates, which, if simplified, and made uniform, would tend to increase traffic receipts, with the disappearance of uneconomic rates and will bring about the stimulation of consignments with advantage both to the public and the Railways.

Second group of the reasons for amalgamation lies in better economies in the internal working of the Railway system collectively. At present enormous difficulties must have to be tided over by lengthy correspondence and discussion on matters of vital importance regarding policy and vital changes affecting several railways inter-dependent upon others before any decisive action is taken. This also I believe would be greatly simplified. Furthermore, the standardisation of all equipment of railway carriages, wagons and engines will help a good deal to minimise the cost and the upkeep of the same. It will also help to avoid the waste through needless waiting of wagons at stations and disproportionate haulage of empty wagons. Subject to correction, I may say that there is a standing rule with every railway that a carriage or wagon of one railway once having reached its destination on another railway has to be returned either full or empty within a certain time laid out, otherwise the other railway has to bear its demurrage and *vice versa*. Sir, you can well imagine what an amount of simplification of working will be brought about by the amalgamation that is suggested. Not to speak of the economy in fuel that is likely to be brought about, there will also be a great saving in the Superior Staff that is at present managing the different Railways in different offices at various places. A certain amount of superfluity will disappear and a common Store Purchasing Department will eliminate a lot of extra cost and labour and bring about a saving in the quantities of stocks of extras and spares necessary for the upkeep of the Railways. There is also a possibility of its permitting better terminal facilities and such additional conveniences as Railway hotels for passengers at important stations which would add to the income.

Thirdly, amalgamation will facilitate co-ordination with completing transport agencies by permitting railways running their own motor services or river steamers and so tapping lines of traffic which are today not even touched. When the railways of other countries in the world have solved far more difficult problems of such type and combated a long way with a better organised road, river and air transport, I do not see why we should fail here.

Sir, I hope and trust that the reasons mentioned by me for amalgamation will have its due effect in the proper quarters and some tangible results will be brought out in the near future on this suggestion. Sir, I know that it is not quite easy for bringing about that scheme, but even if it is given full thought and be decided upon, the process of it will need some time before finality is reached. At least the country in that case will feel that the Government has seen the advisability of the change and are moving in the matter. With these words, I support the motion.

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.

Dr. Ziauddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): Sir, my friend, the Commerce Member, will agree with me that smaller industries cannot fairly compete with bigger industries and combines. The bigger concerns are more efficient and economical.

[Dr. Ziauddin Ahmad.]

They can improve the efficiency by specialisation in every little work, and by reducing overhead charges they can ensure economy. This principle has now been universally recognised by railways in every country. My friend will recognise this principle of amalgamation and combines in the case of industries and, I hope, he will agree to this principle when he comes to railways which are now recognised to be commercial concerns. India, at present, has a population of 300 millions with a little less than two million square miles, and it has a length of 48,000 miles of railways. This length is very small because for a big country like ours the Mackay Committee recommended that we should have at least 1,00,000 miles of railways, which is absolutely necessary for the future development of this country. What I would like to emphasise is that in Germany the length of the railways is approximately the same as ours; yet they are all combined under one management without any agency. In modern times cheap and quick transit is necessary for economic development. We have no time to wrangle and we have no opportunities to waste our efforts and money in local jealousies which often rise between different railways. We had one practical experience of this in Bombay. The Bombay, Baroda and Central India Railway wanted a separate station of its own and we had to give them 'Central Station' instead of effecting a slight extension of the Great Indian Peninsula Railway at Victoria Terminus, which would have sufficed. . . .

The Honourable Sir Muhammad Zafrullah Khan: I should have thought there was no room for extension at Victoria Terminus.

Dr. Ziauddin Ahmad: I say on the authority of local persons that, with some slight extension, they could have taken long distance traffic there and kept the suburban lines as they were before. The second example is the railway bridge at Agra. The East Indian Railway had a bridge. The Great Indian Peninsula Railway wanted a bridge and the cost was paid by the taxpayers of this country. But at any rate, in these days, we have no money available for mutual jealousies or to pay for their competition.

Coming now to the origin of the railways, we find that in the beginning we had no money and the Government did not have experience of their administrations. Then Lord Dalhousie wrote his famous minute on the 20th April, 1853, by which he maintained that the companies should be started on commercial lines and they should be given concessions to run the Indian railways. This policy remained in force for a very long time, and this company administration worked very well under home boards, because the power was entrusted entirely in the hands of one person, the Agent, who always saw that these railways produced a good profit. He had to satisfy the shareholders by producing a good return and he had to satisfy the home board and see that no complaints were made. But later on the policy changed on account of the pressure of the people and for good reasons. . . .

Sir Leslie Hudson (Bombay: European): What people?

Dr. Ziauddin Ahmad: The Indian people. Later on, there was a great controversy whether the Indian Railways should be owned by the State or should be owned by the companies. There was a great debate going

on on this point and Sir Austen Chamberlain as Secretary of State gave his opinions in favour of State-owned and Company-managed railways. The whole of this controversy was referred to the Acworth Committee and they also were divided on this point. The majority was in favour of State administration and State owning. I will just read a few sentences from the majority and minority reports. The majority said:

"We recommend that the undertakings of the guaranteed companies, as and when the contracts fall in, be entrusted to the direct management of the State, and that when the contract with the East Indian Railway terminates in 1924 the Oudh and Kohilkand State Railway be absorbed into that undertaking."

But the minority report said:

"Government should not be committed to a policy of State-management only for all railways."

This controversy went on but gradually we accepted State-management, as expressed in convention of 1924, that as far as possible, the railways should be owned by the State and managed directly by the State. Then the Acworth Committee drew attention also to the absorption and amalgamation of various railways. They said (I am quoting from the Railway Administration Report itself):

"The aim of the Government should be to reduce by amalgamation the number of existing companies and that it should only be in cases where the State cannot or will not provide adequate funds that private enterprise in the direction should be encouraged."

They also said:

"The Branch Line Company is usually a fifth wheel to the coach. It implies in some cases a separate construction staff; it always implies a separate Board of Directors and separate accounts Capital raised by a small private undertaking, even with a Government guarantee, will cost more than money raised by the State.

Inconceivable confusion results from the multiplication of independent Railway Companies—each company, small or great, desires to reserve for itself a separate sphere of influence; and jealously demands that, if any new-comer intrudes into that sphere, he shall pay toll to the original concessionaire."

These were the recommendations of the Acworth Committee and I understand that they were accepted by the Government as they find place in the administration report. May I ask, has any effort been made to amalgamate and acquire these companies? My friend, Mr. Rau, in reply to my friend, Mr. Azhar Ali, remarked that these smaller companies were owned not by the Government and could not be acquired by the Government. May I ask whether any attempt has been made by the Government to acquire them or purchase them by private negotiations?

Mr. P. B. Rau: I was talking of the number of class II and class III railways which are owned by Indian States and which there is no possibility of our acquiring.

Dr. Ziauddin Ahmad: In the first place I do not understand why no attempt was ever made. I only want to know whether Government has made any attempt to acquire them. That is really the point. I was referring to branch lines and other lines owned by small companies. My friend says there is no possibility of acquiring them. May I refer him to the case of the British railways? Before 1922, the British railways were owned:

[Dr. Ziauddin Ahmad.]

by 112 different concerns; they were 27 principal and 85 subsidiary companies; but all of them were amalgamated together under four units by the British Railway Act of 1922. If these companies could be combined in England, if all these railways could be combined in other countries, then I do not see why they could not be combined in India, if it is proved to the satisfaction of the Government, and to the satisfaction of the owners of the companies that it is to the mutual profit of both. We have to face certain problems under existing conditions, and to my mind, amalgamation of our Railways will be the right solution. The first problem is that when these Railways were taken over by the State, the position of the Agents became very different to what they were when the Railways were under Company-management. The Agents when under Company-management thought that it was their responsibility to see that financially and commercially the railway lines should pay. Now, the powers are there, but they have no responsibility. If there is any deficit in the Budget, there is no Home Board to remind them that they are not doing well. The taxpayers of India will pay for all the mistakes done by these Agents . . .

Sir Abdul Halim Ghuznavi (Dacca *cum* Mymensingh: Muhammadan Rural): And still you want to acquire all the Company-managed railways.

Dr. Ziauddin Ahmad: But there will be a different administration. This is really one of my chief difficulties with regard to the present administration.

The second reason why I advocate a change is this. In the old days under the Company-managed system, the railways were run very economically under what is known as the district system; that is to say, the Agent and his office had direct responsibility for the whole line, and the Agent had only subordinate officers under him. Now they have recently introduced what is called the divisional system which is certainly much more expensive than the district system.....

The Honourable Sir Muhammad Zafrullah Khan: I submit, Sir, that the Honourable Member is not speaking on the motion.

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

Dr. Ziauddin Ahmad: All right, Sir; I shall finish within two minutes. You wait for my argument. We borrowed division systems from Germany, but overlooked that they have no Agents. In Germany, Sir, there is only one Agent, and not many Agents as we have here. If we amalgamate our railways into four units then substantial economies can be effected. On account of the vastness of this country, I do not suggest that we can have only one Agent for the whole of India for the amalgamated railways, because India is a very much bigger country than Germany, but still, when the divisional system is there, I do not see why we should have such a large number of Agents. We should reduce the number of Agents into four, which means that all the different railways should be combined or amalgamated into four units. I am sorry, Sir, the Government do not see their way to give effect to the recommendations of the Acworth Committee, and their example is very much like what is illustrated in a

certain story. A person was suffering from a chronic disease. He went to a doctor, and the doctor asked him to give up woman, wine and singing. After three years, when the patient again approached the doctor, he found the same malady existing in the patient, and so he told the patient that he had not carried out his instructions to give up woman, wine and singing. At once the patient replied: "Yes, I have given up singing." The Government follow the advice of Committees in the same manner as the patient followed the advice of the doctor. ("Hear, hear" from Opposition Benches.) The Railway Board has given effect to the minor recommendations of the Acworth Committee, but the most important recommendations of State-ownerships and amalgamation have not been given effect to.

Mr. B. Das (Orissa Division: Non-Muhammadian): Sir, I am a little encouraged to participate in this debate, because, I find that for the first time the Railway Member has admitted the proposition that amalgamation will result in economies and that the Government of India are examining the policy of amalgamation. My mind went back, when I heard the Honourable the Railway Member the other day, to a speech which another Railway Member, Sir Charles Innes, delivered on the floor of this House, and I was the culprit who raised the question of amalgamation, and he, tall and giant-like as he was, grew so furious that he looked down on me as if I was saying something very revolutionary. Everybody wants to see that overcapitalization should be stopped. I rather appreciated the remarks that fell from my Honourable friend, Sir Leslie Hudson, the Leader of the European Group. I felt as if my Honourable friend was applying his mind to the question of overcapitalisation, but the remedy that he trotted out was revolutionary. I hold the European commerce interest responsible for overcapitalisation. I wish only to remind him of the evidence which the Bengal Chamber of Commerce tendered before the Acworth Committee through Sir Alexander Murray, who was then the President of the Bengal Chamber, and who is fortunately now in India doing certain Indo-European alliance business in a certain Committee. Sir Alexander Murray said "Money must be found and spent on Railways, no matter whether we have direct State-management or Company-management by a Board sitting in India or in London". That was the burden of the resolution forwarded to the Government of India.....

Sir Leslie Hudson: What year was that?

Mr. B. Das: It was in the year 1921-22.

Sir Leslie Hudson: Circumstances have changed since then.

Mr. B. Das: What the descendants of the John Company dictate today to the Treasury Benches, the servants of the East India Company obey. and what Sir Alexander Murray and the Bengal Chamber of Commerce dictated in 1921-22, the Government of India, the then Railway Board, obeyed and so Sir Clement Hindley carried on the policy of extravagance and over-capitalisation. I, therefore, see a ray of hope in this policy of amalgamation. Of course, I see the trouble ahead as one railway is State-managed, the other is Company-owned, but if a particular railway is still Company-owned, part of the blame lies at the door of the Secretary

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of State, who again happens to be a representative of the British Chamber of Commerce and British merchants trading in railway appliances in this country. I want my Honourable friend, the Railway Member, to look into the records of the renewal of the Bengal Nagpur Railway's new agreement with the Secretary of State in 1912. This has been the subject of various inquiries from this side, and the present Railway Member will not be able to trace any document in the archives of the Railway Board to see why the penalty clause was taken away from the agreement with the Bengal Nagpur Railway by the then Secretary of State. The result is that the Bengal Nagpur Railway can go on committing extravagance and mal-administration, and neither the Government of India nor the Secretary of State can exercise any control over them. So, if a Secretary of State sitting at Whitehall can commit such extravagance and hand over the railways to such policy of mal-administration, I think the legal advisers of the Government, including the present Law Member, should see how we can take over these Company-managed railways and amalgamate them with the State-managed railways, and above all, how little do these Company-managed railways own as capital. They now own five to 15 per cent. of the capital of most of the Company-managed railways in India. So, Sir, if we amalgamate all the railways together and bring them under four groups, it will certainly help us to reduce rates and fares. It will facilitate, as my Honourable friend, Mr. Mathuradas, has pointed out, trade in India. Today, owing to a particular railway being controlled from London and another being controlled from Delhi or Simla, the rates and fares are different, and if the whole system is divided into three or four groups, the rates and fares would be uniform in each group at least. The concession in passenger fare over 250 or 300 miles is taken away if, for instance, I want to go from Calcutta to Madras. From Waltair I have again to pay more for the first 300 miles at 12 pies per mile in the case of the second class and 24 pies per mile in the case of the first class. All these things will be obliterated, and that will bring a certain amount of benefit to the passengers. It will also indirectly help greater movement of passengers throughout India. Sir, I am more interested in the movement of Indian industrial products, which will go throughout India if the so-called barriers raised by different railways are removed and economic rates are charged. Again, if there are certain legal difficulties which the present Railway Member cannot do away with and it takes time to examine it, and it will take time to move the Secretary of State to end certain clauses in the agreement that crept in there without consultation with the Government of India or the people of India, let him take time, but there are other fields where a lot of action can be taken. Why should there be any distinction in the working of the railway workshops of the State-managed railways and Company-managed railways? I would refer my Honourable friend to the report of the Raven Committee on the State Railway Workshops in India. The report ended in a smoke, it was shelved and very little action was taken on it. The time has come when Government should concentrate—they have already acquired the Peninsular Locomotive Company—in one particular workshop they ought to manufacture locomotives; in another they should standardise and manufacture wagons. I would advise the Government to close down the various workshops that various railways have got. I do not think that the agreements with the Company railways enforce an obligation on the Railway Board that those workshops which are

running at a loss should continue working at a loss simply because every railway must have a paraphernalia of half a dozen poorly equipped or poorly managed workshops to do little repairs whether in locomotives or in wagons. If the Honourable Member himself cannot do it, I would suggest to him to appoint a departmental committee. I do not suggest now the appointment of a super-expert committee for this, but, Sir, I was pleasantly surprised when I received valuable support in this direction from a quarter from which I did not anticipate, that is, from my Honourable friend, Sir Leslie Hudson. He wants an expert enquiry into the accounting of railways and I want an expert enquiry into the administration of Indian Railways. That is a larger issue. What I suggest now is the appointment of a departmental committee to enquire into the working of the different railway workshops. It is no use maintaining huge staff there. My Honourable friend, Sir Henry Gidney, or my Honourable friend, Mr. Joshi, or my Honourable friend, Prof. Ranga, on this side of the House, may growl at me; I am not concerned with that. I am concerned here with the efficient management of the railways, where by applying a policy of amalgamation and concentration as regards the production of railway appliances we may bring about a certain amount of economy in the present heavy cost of expenditure over the Indian railways.

The Honourable the Railway Member has assured us that he is going to examine whether he cannot take over and amalgamate the South Indian Railway and the Madras and Southern Mahratta Railway. But I would like him to go further and see whether, after guaranteeing to the Companies certain minimum dividends and also their share of profit, we cannot take away from them the management and combine the management with that of the State-managed railways so that the management might be more efficient and more economical, resulting in more savings to the railways themselves. I agree with my Honourable friend, Dr. Ziauddin Ahmad, that the Company-railways have become more and more extravagant. I particularly referred the other day to the Bengal Nagpur Railway. I referred also to one State railway, the North Western Railway, over which my Honourable friend, the Railway Member, used to travel. Now that he has become the Railway Member, let him occasionally walk into the different workshops, the different stations, the modelling and re-modelling going on there, the electrification of every station that is going on so that a few railway servants may have the advantage of electric lights in the evening. No railway can show any improvement if it goes on from extravagance to extravagance, simply because it is a State-managed railway and is protected under the present Government of India Act and by the present Government of India which is an irresponsible Government. We can improve the railway management. Whether he is willing to get an efficient examination by an outside agency or by an inside agency, if he only asks his office to tabulate for him the various suggestions that have been made from this side of the House, from time to time, he will find a good number of ways of improving the railway finances and he will be surprised why no action was taken before. But for that he will have to be bold, he will have to brush aside the objections that the railway bureaucrats will place before him—that their covenants entitled them to this, that and the other. The other day my Honourable friend, Sir Henry Gidney, was annoyed and he wanted to abolish the Railway Board. I was really surprised that the attack came from that side. I do not want the abolition of the Railway Board: I want

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greater control, more tightening of the control from the Railway Board on these railway administrations. I do not want the Railway Board to be mere adjuncts of the Agents of Railways. I wish the Railway Board to be completely Indianised, the members of the Railway Board should be Indians, without having been Agents. If they want an engineer, let them make him an adviser. Let them Indianise the Railway Board and apply all the principles of strict financial control. Not only will there be an economic result, but there will be an improvement of railways and railway administration in a thousand and one ways by co-ordination, amalgamation and standardisation.

I wish to allude to one more point regarding the Railway Board, and it is this. The people of India, or we, who sit on this side, have no confidence in the Railway Board. The Railway Board or the railway administrations have never thought of manufacturing railway appliances in India. They could have done that during the last ten years when the railway finances were separated from the general finances. But, unfortunately, the control is such that, even though the suggestions that we make on this side appear to be correct, they cannot be carried out in practice.

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

Mr. B. Das: The Railways should have patronised and developed Indian engineering industries and started railway industries all over India so that less money would go out of India whether for locomotives or for other appliances such as fishplates, sleepers, etc., but I see that European experts, under the guise of modern improvements, import new engines or new engine parts or new safety appliances simply to patronise certain firms outside India, and that alone will entitle us to condemn the Railway Board. I hope that these suggestions of mine would be examined in the light of friendly criticism and not in the light of opposition.

Sir Abdul Halim Ghuznavi: I have been advocating the amalgamation of railways for the last three years. We have got five
3 P.M. State railways, the Eastern Bengal, the East Indian, the North Western Railway, the Great Indian Peninsula and the Burma Railways.

An Honourable Member: The Burma Railways are going away.

Sir Abdul Halim Ghuznavi: All right. Then, four State railways remain. Speaking about the East Indian Railway and the Eastern Bengal Railway, I cannot imagine why these two railways cannot be amalgamated. There are two offices across the road. The Eastern Bengal Railway was a State railway from the very beginning. The East Indian Railway was taken over in 1925. When that was done, it was the duty of the Government of India to give them a month's notice and hand over the management to the Eastern Bengal Railway. They did not do that. What is the result. The East Indian Railway, when it was a Company railway, was paying a dividend. The moment it has been transferred to the State, the responsibility of the Agent has ceased and it is a non-paying concern now.

Mr. P. E. Bau: It is still a paying concern.

Sir Abdul Halim Ghuznavi: I am glad to hear that. It will be a better paying concern if you amalgamate it now. Look at the saving that can be effected? Each railway has its own stores purchase policy. The stores that the Eastern Bengal Railway want the East Indian Railway do not want. This double expenditure could be easily avoided. The Eastern Bengal Railway wants one particular kind of light, while the East Indian Railway wants another kind.

An Honourable Member: The Eastern Bengal Railway has no lights!

Sir Abdul Halim Ghuznavi: No. The Eastern Bengal Railway has got better lights than the East Indian Railway. One Honourable Member told me just now that it is impossible to amalgamate the two systems because the Eastern Bengal Railway is a metre gauge line. Why is it impossible? Why should we have two offices across the road? Why should not the Great Indian Peninsula and the North Western Railway be amalgamated?

An Honourable Member: The Bombay, Baroda and Central India.

Sir Abdul Halim Ghuznavi: That will come later when we acquire the Bombay, Baroda and Central India Railway. At the moment we can easily do this. The Honourable the Commerce Member must realise that he can never expect a better revenue for the railways any more. Let him put as much faith as he likes, there will be no improvement in railway earnings in future years. It cannot happen. It will have to compete with various things. The only way to balance your budget is to reduce your expenses. There is no other way of doing it. When a commercial concern is not paying its way, it gives one month's notice to its employees and asks them to clear out. You will have to do that. A certain machine was invented by some people to check tickets and to sell that machine the crew system was introduced, and the number of crewmen would have to be more if a large number of machines were to be sold. The Controller of Stores of the East Indian Railway told me that the machines they have got they would not require for 200 years.

Sir Cowasji Jehangir: They would require it after 200 years?

Mr. S. Satyamurti (Madras City: Non-Muhammadan Urban): It will be put in the museum then.

Sir Abdul Halim Ghuznavi: Formerly the East Indian Railway had different centres of purchase. They had a Lucknow centre, a Calcutta centre and another centre. Now, they have abandoned all that and amalgamated. There will always be a saving if you amalgamate the two stores offices. What is the difficulty in amalgamating? That is what I want to understand from the Honourable the Commerce Member. What is the difficulty in amalgamating the two offices across the road?

An Honourable Member: Vested interests.

The Honourable Sir Muhammad Zufrullah Khan: By an overhead passage! (Laughter.)

Sir Abdul Halim Ghuznavi: That is the only way in which you can balance your budget. You will have to do it and the sooner you do it the better. I hope and trust that the Honourable the Commerce Member will look into this amalgamation himself and see whether he cannot effect this at once, if not at once, as soon as possible.

Lieut.-Colonel Sir Henry Gidney: I rise to support this motion moved by Mr. Azhar Ali. I see behind this Resolution a most important point, one that demands the sympathy and approval of the entire House. The Honourable the Railway Member, while introducing the budget, confessed that he was surrounded by handicaps, and he gave a very gloomy picture in that he was not very sanguine that the future held out any brighter hopes. I agree, it is no use dealing with the fringes of the subject. We must get at the very root of the whole thing and offer practical suggestions by which the Honourable Member can effect savings.

[At this stage, Mr. President (The Honourable Sir Abdur Rahim) vacated the Chair which was then occupied by Mr. Deputy President (Mr. Akhil Chandra Datta).]

Sir, I have been an advocate for years of the manufacture of locomotives in this country. I opine it is not right that, after 80 years of Government administration of railways, India should still not be able to manufacture her own locomotives. Government may have reasons why this is not being done, but, to my mind, there appears to be no reason as to why locomotives should not be manufactured in this country—at least a start should be made. This is one of the reasons why I am in favour of amalgamation of railways: to my mind, one insuperable difficulty in this matter is the division of railways into Company and State railways. I have never been in favour of State control, but if we could evolve a scheme by which we could get amalgamation of all railways and so reduce overhead charges, including the Railway Board, I am in favour of it. Now, Sir, let us see, whether this amalgamation of the railways is of such importance as to justify this House demanding a termination of the present contracts with the various Company railways. Facing us, however, is the decision of the Secretary of State that the protection hitherto given to these contracts will be inviolate. That is the trouble that faces us, and so the only amalgamation we can make is between State railways. Now, how do we stand with regard to this amalgamation? In Calcutta, we have the termini of three railways—one Company and two State. I agree in toto with what my friend, Sir Abdul Halim Ghuznavi, said that the two State railways in Calcutta should have been amalgamated when the East Indian Railway was taken under State control in 1925. We have repeatedly suggested this in this House, and I believe—I speak subject to correction—that the Government of India have considered this matter very carefully, but, with the divided forces that faced them, I am not surprised that they have come to the conclusion that it is not possible—I may be wrong, but, so far, the fact that they have not been amalgamated means that I am right. As other instances, let

me take Bombay, where we have the termini of two large railways—one a State and one a Company, the B., B. and C. I. and the G. I. P. In Madras, you have two—the Southern Mahratta and the South Indian. Then, you have the fact that the N. W. R. and the G. I. P. are almost contiguous and conterminous at Delhi. Now, Sir, this House has to decide if this is a practicable proposition. If it is, what are the difficulties to be faced? I leave it to the Honourable Member with his expert staff behind him to suggest means by which they can in time amalgamate the State railways; furthermore, none can deny that the Pope Committee definitely recommended amalgamation. The Railway Retrenchment Committee also recommended such as a measure of economy, and we in this House have frequently recommended it. The Government cannot deny this but it may be it has proved to be a practical impossibility.

The Honourable Sir Muhammad Zafrullah Khan: If it has proved to be a practical impossibility, why pursue it?

Lieut.-Colonel Sir Henry Gidney: Because, Sir, if you take the divided opinions of the various railways concerned, well, they have their vested interests to protect and they will, of course, say no—impossible. Now, let us take Calcutta, the termini of three railways. Let us confine our attention mainly to the two State railways. I ask the Honourable the Railway Member whether or not it is a fact that great economies will be effected if these two railways were amalgamated, complete or partial. As far as partial amalgamation is concerned, let me give three departments out of many where, I am sure, great economy would result: publicity, stores and medical departments. Now, let me take medical. I believe this has already received the consideration of the Railway Board as far as the E. I. and E. B. Railways are concerned, with what result I am not aware, but I do know there have been contrary opinions expressed by them. One can readily understand that, different interests, personal equations, etc., must influence such a decision, and I submit that these factors have influenced the decision arrived at. Now, what is the exact position of the medical services in these two railways? On the Eastern Bengal Railway, you have a Chief Medical Officer drawing a fat salary, and four or five medical officers under him and about 20 assistants. He has a highly malarial district to look after, he has an independent office, an independent staff, an independent saloon, etc., etc. Now, that railway is next door to the E. I. R. The E. I. R. also have a Chief Medical Officer, with about ten or twelve or fifteen medical officers under him, a few hospitals, and about twenty assistant surgeons and more sub-assistant surgeons, with his own office staff, saloon, etc. These offices are almost next door to each other within the shadow of each other, and yet these two distinct sets of medical staff and offices operate in an area a large part of which is medically administered by one Surgeon General with the Government of Bengal. The Surgeon General with the Government of Bengal has about 30 I. M. S. Officers, a large number of civil and military assistant surgeons, hundreds of sub-asstt. surgeons, and five or six hundred hospitals to control. He runs this enormous area with a small office, and runs it very efficiently. But, in the railways, we have two Chief Medical Officers with a large staff of their own working in two narrow different directions and doing nothing else but post office work for the Agent and the Railway Board. (Hear, hear.) The same thing applies to the G. I. P. and the N. W. R. This may sound a very cynical

[Sir Henry Gidney.]

comparison, but it is only by comparison that one finds out the defects of a measure and our improvement can be effected. I submit, Sir, if you cannot amalgamate the State railways in entirety, they can be partially amalgamated in some departments. I ask the Honourable Member,—“Can't you amalgamate the medical services on the State Railways?” I would suggest the appointment of a minister of health in the Railway Department (Hear, hear) who would be responsible for the medical work of the entire State Railway Administration. He would have a senior medical officer attached to each railway, and these would have junior medical officers under them. This minister of public health would deal with all railways, instead of as at present five Chief Medical Officers each in receipt of Rs. 2,500 per month with extra travelling allowances, saloons, etc., etc.

An Honourable Member: What about the deputies on the different railways?

Lieut.-Colonel Sir Henry Gidney: The Surgeon General has no deputy under him; all his district medical officers should be placed in one cadre under him. This obtains today in the I. M. S., and also in the Army. Why not in the case of the medical part of the administration of the railways? Sir, I say with all respect to the Railway Board, that it is a practical possibility. Then, take the publicity department. Each railway has a publicity branch competing with each other in its advertising efforts and their railway journals. All this could be done by centralised control or amalgamation. Then take the question of stores. The same thing applies. I shall not touch on coal amalgamation, because that is the speciality of my Honourable friend, Sir Abdul Halim Ghuznavi (Laughter.) I do not ask you to take, as one Member suggested, to a committee. Talking of committees brings to my mind a particular story,—the story is this. A little boy asked his mother: “Where has daddie gone?” The mother said: “Daddie has gone to attend a committee meeting.” Then, the boy asked: “What is a committee meeting, mummie?” The mother said: “A committee meeting is a place where a lot of men get together, they keep ‘minutes’ and waste hours.” (Laughter.) In this Resolution, this House, in no uncertain terms, asks the Honourable Member, who, I know, is sincere, to consider this matter dispassionately, not from the distorted angle of personal interests, as has been the case in the past; let him realise that it is practicable, and if he does realise that, I know he has got the brains and determination, and a way will be found.

Sir, I support this motion because it will effect considerable economy. Indeed it will revolutionise the whole Railway Board, it is time this was done. It would kill the freight battle that is raging today between the different railways in Calcutta and elsewhere. Three railways are today competing with each other in Calcutta. Adopting cunning or circuitous courses, the one tries to cut the throat of the other in rates. All this can be stopped if we make some attempt at amalgamation. In conclusion, let me say: My Honourable friend, Mr. B. Das, tried to put into my mouth words which I never uttered. I did not say that I wanted the Railway Board to be abolished. I said the Railway Board should not be encouraged to take over Company railways which are now

running at a profit. because, we know from experience, that once these profitable institutions are taken over under the State control of the Railway Board. they become wreckages of once flourishing institutions.

The Honourable Sir Muhammad Zafrullah Khan: The Honourable Member suggested an additional Member to the Railway Board in the shape of a Medical Member.

Lieut.-Colonel Sir Henry Gidney: I am glad, the Honourable Member has brought this subtle point to my notice. When I said that, I recommended it as one of the benefits of partial and not complete amalgamation. But if all State railways are amalgamated, I do hope, centralisation will be run on a sound commercial basis, not as at present under the patch-work system that one sees today. The Railway Board today, I say, consists of nothing but a series of after-thoughts, there is no co-ordination. The Honourable Member himself is one of the recent after-thoughts, an excellent one no doubt. I say, organise the Railway Board as it should be on sound business and economic lines. What do we see today? Nine-tenths of the Agents are Engineering Officers. Tell me any railway in England except one or two where an Engineer is the head of a commercial concern like a Railway is.

Mr. B. Das: I protest against this remark on behalf of the Engineers. They are as capable business men as anybody else. I am an Engineer, and I am a business man too.

Lieut.-Colonel Sir Henry Gidney: The Honourable Member is not a commercial man. He is merely a Member of the Legislative Assembly. With these words, I support the motion. (Applause.)

Mr. M. Ananthasayanam Ayyangar (Madras ceded Districts and Chittoor: Non-Muhammadas, Rural): Sir, with respect to the policy under which the railway system is worked in this country, I heard the Honourable Member for Commerce and Railways refer to an instance from America and also extract a passage from a report there for the purpose of making us understand as to how the railway system is to be worked. I would ask the Honourable Member to take the very instance of America and the manner in which the English system is worked today. Sir, a spirit of competition was once, at the earlier stages, in England, welcomed by the British Parliament for the reason that unless there was healthy competition between the various railway companies, it is not likely that the persons who use them, either for passenger traffic or for trade purposes, might derive any benefit. They, however, at one stage, thought that without competition a spirit of monopoly would come into being and the general public at large would suffer. Therefore, in the earlier Acts that were passed regulating the railway companies and their working, the Acts were passed by British Parliament definitely incorporating this principle of accentuating the differences between one company and another and this principle was insisted upon and every attempt was made to secure that there was that competition growing and growing. Ultimately, it was found that by this spirit of competition several railway companies were cutting each other's throats, under-cutting with respect to fares and rates and in the end they neither served themselves nor served the public at large. Thus they gradually evolved the

[Mr. M. Ananthasayanam Ayyangar.]

scheme of amalgamation with one centralized national system for the whole country with various branches or divisions according to geographical considerations. I would in this connection refer to a passage in the book "*Railway Rates, Principles and Problems*", by Philip Burt, at page 99, where he describes that in the early days, the British Parliament was trying to insist upon a spirit of competition prevailing and ultimately on account of the ruinous policy that was pursued, that was given up, and:

"The 1921 Act, with its unprecedented amalgamation schemes, has reversed this traditional parliamentary policy of railway competition, but the deeply rooted feeling that a considerable measure of competition must be preserved in the interests of traders prevented what was undoubtedly the intention of the framers of the 1921 Bill, that all railways should, in the first instance, be amalgamated into one national concern, with powers of devolution to different regional or territorial boards of Government."

He also says:

"Under this scheme of amalgamation and combination of railway forces, he anticipates vast economies which he estimated at the minimum figure of 30 millions sterling a year. The new Act is undoubtedly based on the assumption that progress in the future whether of economies in expenditure, of efficiency in management or of advantage to railway users, must be conditioned upon a much larger measure of co-operation in the railway world than any that has gone before."

Now, Sir, a new principle was evolved there and it takes us hundreds of years to adopt that principle here. It is unfortunate that, in every measure so far as the Government are concerned, we are absolutely behind date and it is no wonder that with respect to the policy of railway administration, we equally lag behind in this country. England has only a mileage of 21,000 miles of railway, whereas we have nearly a mileage of 40,000. But, if we want experts in railway work we have to indent on experts from England. Even when such experts come and go, we go on for ever in the old rut.

In the Acworth Committee report, it was recommended that for the purpose of continued or proper adjustment of rates and fares, so as really to be of more benefit for the purpose of promoting commerce and industry in this country, that the various companies should be amalgamated or co-ordinated for that purpose. But even to this day, except for a small alteration by the combination of the various companies under State-management, nothing more has been done in the way of rates and fares. Mr. Acworth says:

"The removal of block rates has been facilitated by the territorial adjustments of the East Indian, Great Indian Peninsula, North Western and Oudh and Rohilkund lines after the assumption of State-management for the first two in 1925."

Nothing has been done further.

"With a view to effect reductions in the rates for long distance traffic, he emphasized that all rates in India, both local and through, should be on a tapering scale, the whole distance of conveyance being treated as though belonging to one administration, in case of through traffic."

Sir, the necessity for amalgamation, and having one system of State control and if that is not possible, at any rate, for amalgamation of the various companies cannot be too much insisted upon. By various

experts it has been pronounced that this is the policy that should be pursued and we can easily follow the useful example of England in this matter. I submit that it is unfortunate that Government have not given effect to this policy. In England and America all the railways are managed by companies. Government have not taken over their management. In Continental countries, all the railways are under State control. Here in India we have both State control and Company-management. We are both the owners as well as persons discharging the functions of supervisors or managers. But we do not do either the one business or the other properly and satisfactorily. The Honourable the Commerce Member said that if all of us belong to a company of shareholders, we would be talking in a particular strain. I would say, let us address ourselves to that aspect of it. Certainly, inasmuch as we have invested a large amount, it is necessary to find out avenues for increasing the income and to meet our deficit. At the same time we must also so adjust the rates as to promote the economic welfare of the country. Are we satisfied that the railways are run purely as business concern? We are constantly in deficit. I am sorry to say that the lengthy speech of the Honourable the Commerce Member running over 25 pages is barren of any scheme for the economic working of railways in this country. The Honourable Member thinks that by prosecuting some small people who travel without tickets, he can achieve his object. I was wondering if there was not already provision. I find in the Railways Act about 20 sections deal with penalties to be imposed. The unfortunate ticketless traveller can certainly be prosecuted under section 112 or section 113 of the existing Act. Of course it is unnecessary to dilate upon that matter any further. I am only drawing the attention of the Railway Member to this that these small measures of trying to prosecute this man or that man, making it practically impossible for him to get into the train, making him terribly afraid of the train and the service as if it were a devil or a hobgoblin,—that is not the principle on which economy should be effected.

There are two or three principles which have been reiterated in the various proceedings. Amalgamation is one. I will state briefly the advantages, so far as we are concerned, arising from the amalgamation. I will first say, that if the entire administration is in the hands of one company or the State, it is possible to have a telescopic or tapering scale introduced. As the length increases the rate might decrease. That is what is followed in America. For milk supply, for the first 150 miles the rate was fixed so as to increase the flow of supply from various parts to the centre. They said, beyond 150 miles there should be no additional rate whatsoever. The tapering scale gets extinguished automatically at the end of 150 miles. That might not be possible here for the reason that we have to deal with two or more companies. It may so happen that the first management where the service starts shows some concession and the other company, over which the goods have to be carried, might be left with nothing because that may be the line where the tapering comes to a finish. There are various other schemes which can be set on foot with respect to rates and fares, if there is a continuity of line under the same administration. Otherwise, if it is interrupted at small stages, as it is interrupted in our country by various managements intervening, I would say that it is not possible to bring into existence those rates. Persons who are acquainted with rates and fares know that

[Mr. M. Ananthasayanam Ayyangar.]

there are what are known as zone rates, blanket rates, tapering scale rates and equal mileage rates. Except, to some small extent in each administration, introduction of these is not possible as we stand at present. If goods have to be carried for 1,150 miles now it is rather difficult to apply these principles. All the various companies have to co-operate and some companies have to undergo greater inconvenience than other companies or other managements. Besides helping the growth of industries, amalgamation will bring about economy in the matter of working the railways. There are certainly too many officers in the South Indian Railway and the Madras and Southern Mahratta Railway, the two railways in which I am more interested. Both of them have two central places, one at Madras and the other at Trichinopoly. They have two different workshops maintained. There may be only one workshop for the entire Presidency. Instead of two Agents and two chiefs in the Engineering departments or in the various transportation departments, there may be only one. Inconvenience to passengers may also be avoided by amalgamation. There may be a uniform scale of pay and prospects introduced for the employees.

As regards stores purchase there was a special cut motion which was moved by my Honourable friend, Pandit Nilakantha Das, with respect to which we had a lot to say. In the annual reports we find that the defaulters are the companies. In spite of repeated recommendations it is the company that refuses or the company Agent that refuses to purchase either through the Indian Stores Department or in this country. We find that out of 14 crores worth of articles purchased by way of railway stores, only eight crores are purchased locally and the rest, i.e., nearly six crores, purchased from foreign countries. Some of them no doubt are purchased through Indian agencies. That is a very poor consolation. Such a thing would not happen if all of them are under a single management controlled by the State. I would, therefore, say, that amalgamation is a fruitful source of economy, and it is unfortunate that this was not referred to or better steps have not been taken by the Railway Member or by Government to effect economy in these directions and also to meet the convenience of the public, so as to promote trade and improve rates and fares. I would, therefore, wholeheartedly support the cut motion.

Babu Baijnath Bajoria (Marwari Association: Indian Commerce): Sir, every section of this House will agree as to the principle of amalgamation of railways as it is a very desirable thing. There are obvious reasons for this, and in the short time at my disposal I will dilate only on two or three points. First and foremost of course is the great economy which will follow as a result of this amalgamation. The overhead charges will be reduced and there will be economy in stores purchase and other matters. Many other speakers have dwelt on this point and so I need not speak at length on this. There is another point, Sir. It will go a long way towards making the rates and fares on the different railways uniform. At present

Mr. M. S. Anay: How can you guarantee that?

Babu Baijnath Bajoria: On the East Indian Railway there is one scale of rates and fares and on the Eastern Bengal Railway there is a different rate. If they amalgamate there will be one scale.

Mr. M. S. Aney: How can you say there will necessarily be one scale?

Babu Baijnath Bajoria: That will be decided by the Railway Board. At present the rate of passenger fares on the Eastern Bengal Railway and the Bengal Nagpur Railway are much higher than on the East Indian Railway. The rate of freight on goods on the Eastern Bengal Railway is much higher than on the East Indian Railway. Trade has been consistently pressing that there should be a uniform rate for all classes of goods for the same distance on all railways. Take for instance jute. If I want to despatch jute for 100 miles there must be the same rate on the East Indian Railway as on the Eastern Bengal Railway. We are not getting that at the present moment, the rate on the Eastern Bengal Railway is higher than on the East Indian Railway. I think this will be eliminated to a great extent if the East Indian Railway and the Eastern Bengal Railway amalgamate.

Mr. M. S. Aney: It will be economy with loss of revenue.

Babu Baijnath Bajoria: No, no. Then there is now a cut-throat competition between the railways. What they do now is, that when despatching goods from a station for through booking, they always try to take the goods on their own railway as far as possible, even if the distance by that route is much higher than by the other route in which they may have a smaller share in the freight. This means that they also quote lower rates for the longer distance than for the shorter distance in which their share is less. I think this thing is very unjust. If an amalgamation is done this will also be eliminated. Unfortunately, at the present moment, there are only four railways, excluding the Burma Railways, which are managed by the State. Of these four, I quite agree with my Honourable friend, Sir Abdul Halim Ghuznavi, that the East Indian Railway and the Eastern Bengal Railway can be and should be amalgamated. There are two head offices of the two railways only across the road, and a good deal of saving can be effected if the head offices of these two railways can be amalgamated. But, Sir, I am very doubtful about the other suggestion made about the amalgamation of the North Western Railway with the Great Indian Peninsula Railway. I think what should be done is that as we acquire and purchase the other railways which are at the present moment managed by the companies, they should be divided into different zones; the eastern zone, the southern zone, the northern zone and the western zone; and we could divide and group these different railways in these zones. But of course that is a thing which cannot be done at the present moment. For instance, when we get the Madras and Southern Mahratta and the Bengal and North Western Railways we can amalgamate them. The Madras and Southern Mahratta can be amalgamated with the South Indian and part of the Bengal and North Western with the East Indian Railway and part with the Eastern Bengal Railway. This is a thing which can be done later on but the Railway Board should do well to bear these in mind. With these words, I heartily support the motion.

Prof. N. G. Ranga (Guntur cum Nellore: Non-Muhammadan Rural): Sir, I rise to support this out. It is true that these Company-managed railways have been able to show better profits than the State-managed railways and for a longer period, but it is not true to say that the Company-managed railways have been giving any better satisfaction or at least as much satisfaction as the State-managed railways, either to the peasants and other persons interested in sending their commodities through the railways or to the third class passengers. Sir, I find from the memorandum circulated by the Financial Commissioner for Railways that, whereas the State-managed railways began to show certain losses by 1930-31, the Company-managed railways, especially the Madras and Southern Mahratta Railway and the South Indian Railway, which I have particularly in mind, were able to show profits up to 1931-32, in the case of the Madras and Southern Mahratta Railway, and up to 1932-33, in the case of the South Indian Railway. At the same time, while the State-managed railways have been trying their best to economise in their working expenses and have really succeeded, in the last four or five years, in economising to the extent of six crores of rupees, the Company-managed railways have not economised at all, but have been spending very much more than in 1930-31, when the depression began to be felt. If you look at page 93 of the Explanatory Memorandum, it will be found that the State-managed railways began to spend less sums from 1931-32, while Company-managed railways, especially the Madras and Southern Mahratta and South Indian Railways, have been spending much more than they did in 1930-31, when the depression began to set in. This only shows that the Company-managed railways—especially the two which I have mentioned, which have not been amalgamated and which ought to be amalgamated and whose amalgamation is considered to be of very great help by the Honourable the Commerce Member himself—have been increasing their expenses at the expense of the consumers themselves. They have not tried to economise in their working expenses, nor have they tried to improve their services, with the result that today these two companies are facing the worst possible road-rail competition in the country. It is these companies which are obliged to seek the protection of the Government of India. I find that the Government of India have not got any right to force these two companies to amalgamate in order to economise in their working expenses and overhead charges: that only shows how necessary it is for the Government of India to take over the management of these two companies, amalgamate them and economise on their working expenses, and thus help the taxpayer as well as the consumers on the railways.

I find that, on the whole, our railways have not been doing so badly as has been made out by many Honourable Members on the floor of this House. During this depression we have come across many commercial concerns which have not been able to pay even one per cent. interest on their capital. I can understand companies failing completely to pay any interest on their capital: here, we find our railways paying as much as three per cent. and even a little more as interest on their capital. That is the reason why I maintain that we should not take a hopelessly gloomy attitude in regard to the railways, and try to starve either the producer or consumer of railway services. If these two railways are amalgamated, much good work can be done in the way of improving the conveniences of third class passengers, and also in the way of lowering the freights for agricultural produce. These two companies are the worst examples of

railways which charge higher rates for agricultural commodities and also for third class passengers in the whole of this country. If by exploiting them in a merciless fashion and charging the maximum that the traffic can be said to bear upon agricultural commodities as well as for passengers, they are able to show some profits, I do not really think it is a complimentary thing for them, nor is it an achievement to be proud of. It only shows how these two companies have been unconscionably exploiting the workers as well as the consumers.

Again, Volume II of the Railway Board's Report for 1934-35, shows that the wages paid by the Madras and Southern Mahratta and South Indian Railways are very much lower than those paid by the Government of India in their own State-managed lines. The treatment meted out to labour is also very much worse than in the State-managed lines. The treatment meted out to third class passengers and other consumers in Company-managed lines, especially these two railways, is very much worse than what is being experienced in State-managed railways. I cannot, therefore, understand why my Honourable friend, Sir Henry Gidney, is so very anxious, in season and out of season, to espouse the cause of these Company-managed railways and to recommend to us the brave deeds of these railways. If these railways are not amalgamated today, it is because they are Company-managed. If their working expenses are not reduced today, it is because they are Company-managed. For that reason the State cannot have any control over them and the State cannot really give us the necessary satisfaction by way of reducing either their working expenses or the rates and fares, and thus help the purchasers as well as consumers on these railways. I find that the Government of India have been able to make experiments in the reduction of rates only in the North Western Railway, which is a State-managed railway. If they only had these two railways under their management, certainly it would have been possible for Honourable Members of this House to induce the Government of India to make similar experiments in the South also and help the consumers. But nothing can be done because these railways are Company-managed and cannot be brought under one system of management and administration.

Lastly, I find that in their frantic efforts to fight the bus competition, these two railways are obliged to grant some concessions here and there in a very peculiar fashion. If there are two stations one mile apart . . .

Mr. Deputy President (Mr. Akhil Chandra Datta): The Honourable Member has only two minutes more.

Prof. N. G. Ranga: . . . the passenger rate charged to the station which is only one mile off is two or three annas less than to the station which is even nearer to the passenger. Naturally, a passenger who is clever enough and intelligent enough books his ticket for the more distant station and at the same time gets down at the nearer station. This only shows how the railways have lost all sense of proportion because of the necessity of having to fight this road-rail competition. I think the road-rail competition has come to stay in the South and I welcome its development in the interests of passengers. The Company-managed railways have been accustomed to treating third class passengers with the greatest possible contempt. The employees of these railways think that they are *badasahibs*, if not regular *Nawabs*. I wish to pay a compliment to those

[Prof. N. G. Ranga.]

employees in the State-managed railways who have come to cultivate some better manners than the employees of Company-managed railways. I find also that the European element in the State-managed railways is not so much as the element in the Company-managed lines or the Anglo-Indian element. It is true that in Company-managed railways the European and Anglo-Indian staff have been treating the third class passengers in the most shameful manner, and it is no wonder that the road-rail competition is so very great in the South. If you want to fight this rail-road competition, what you have to do is not to prevent District Boards and Local Governments from venturing upon construction of new roads but to improve the manners of your railway staff and also improve your own railway services and also lower your freights and rates; and, in the end, bring them under State-management and also amalgamate them, so that, you can achieve all these results. With these remarks, I support this cut motion.

Mr. Sri Prakasa (Allahabad and Jhansi Divisions: Non-Muhammadian Rural): Sir, so far as the railways are concerned, it seems to me that we live under a dual Government and I dislike all dual Governments. If the Government of India mean business, they should sit tight on railways and see that they run properly and behave properly. I have had much occasion for correspondence both with Agents and with the officers of the Railway Board in connection with many grievances of travellers; and I find that Government at headquarters almost always tell me that I must go to the Agents, because they are the proper authorities to go to, and when I go to the Agents they do not listen at all. So far as I know, railways are run on lands that have been acquired for them by the Government under the Land Acquisition Act; and, therefore, it seems to me but reasonable that when lands have been found for the railways, the Government should also see that the railways behave properly towards the people whose lands have been taken for the benefit of railways. I will give only two illustrations in order to show what exactly I mean.

I may assure my Honourable friends opposite that I am one of those who always believe in personal experience; and the incidents that I give are out of my own knowledge. There is a bridge over the Jumna near the Kalpi railway station on the Great Indian Peninsula Railway. The railway authorities suddenly took it into their heads to close that bridge to pedestrian traffic. There is a pontoon bridge also there which, owing to the flooded state of the river in the monsoons, is dismantled every year in that season. Now, the people on either side of the river had been accustomed to the use of this bridge for nearly fifty years; and suddenly the railway decides to close the bridge to their great discomfort, specially when the pontoon is also not available. It took quite six months of correspondence on my part—the bridge being in my constituency, the people kept troubling me a great deal—before that bridge was ultimately reopened. I am grateful to Mr. Rau for the interest he took in that matter; but Mr. Rau was more or less helpless; and though he was sympathetic he could only send me to the railway authorities and to the Government of the United Provinces.

I will mention another case which is still on my mind; and I hope it is also on the conscience of the Government. There is a *dharmashala* outside the Etawah railway station. The land for the railway station

itself has, as is usual, been acquired by Government and handed over to the railway. The railway has shut out the whole frontage of the *dharmashala* making it very difficult for passengers to get into it from the railway station. I have been corresponding about it, but all in vain; and the Agent only recently wrote to me that he had considered the whole matter and could not change his mind. The Government at headquarters say they are helpless. If Government are so helpless, they had better clear out. But if they really want to help the people then they should insist upon equity and justice being done to the public by the railway authorities. Personally I am no friend of this Government. The Government are bad enough; but what I fear is that the railway administrations are worse; and my only wish now is to get back to the frying pan from the fire, so that some day I may be able to get out of the frying pan into the water again.

Now, if we have amalgamation of the railways we can have uniformity. Uniformity is very necessary for the convenience and safety of passengers. What happens is this: different railways seem to have, for instance, different ideas about the human anatomy; and they construct their lavatories in different ways. Supposing I am travelling by the East Indian Railway and change at a station into the Bengal and North Western Railway, I suddenly find that I must change my anatomy also before I can utilise the sanitary conveniences provided by that railway. If there is amalgamation, I am sure there would also be uniformity, and Government would insist that latrines are constructed alike on all railways. Then at present one has to study every compartment—the bolts, windows, etc., of every compartment, before one can feel oneself safe. Sometimes the windows have to be lifted, sometimes they have to be let down, and very often people have hurt their fingers badly for not knowing what exactly to do with the windows. Sometimes the electric switches are put in one corner, sometimes in another corner; and you must provide yourself with a torch if you are travelling at night, before you are sure you will be able to get at the electric switch. Sometimes on a December night you may switch on the fan instead of the light, much to the inconvenience of other passengers with whom you are in danger of getting into a regular row.

We all know there are telescopic rates and fares on railways. On the East Indian Railway, for instance, they charge, say, for the first 100 miles 6 pies per mile; and for the next 100, 4 pies and so on. You take a ticket from my town of Benares to Delhi: up to Ghaziabad you are entitled to this telescopic rate: from Ghaziabad, instead of the East Indian Railway you suddenly jump on to the North Western Railway lines; and so you lose all the advantages of the telescopic rate and you are charged as if beginning a fresh journey.

Then, there are different rules about alternative journeys and they are very complicated rules indeed. Even railway servants, who are supposed to be working those rules, get thoroughly confused, not to say of laymen-passengers like myself. I have often got into trouble with railways over this thing, and if you have amalgamation of railways and uniformity of procedure, you will find that you will have definite and similar rules about break of journey and about alternative routes which everybody can easily understand. For instance, they permit you to travel say from Benares to Agra *via* Lucknow and Cawnpore or Allahabad and Cawnpore. I will mention an experience of my own. I particularly enquired at the Benares

[Mr. Sri Prakasa.]

station before I started whether I could travel to Agra by the ticket I had *via* Lucknow and they assured me that I could. While travelling between Allahabad and Cawnpore I was "caught", and the man was quite rude to me and would not believe me when I explained to him how I had made sure of the route before I started; and, therefore, following the example of the Finance Member, I was rude to him; and it resulted in my being allowed to proceed with my journey after my name and address had been taken down. My being a Member of the Assembly, I believe, saved me from further molestation and I was not hounded out of that train. But that did not save me from the consequences of the mistake of the railway authorities themselves for having assured me at the start that I could travel that way. There are heaps of instances like that that have occurred to me and I could give them to the Commerce Member if he would like to hear them, so that he may be able to bring about some reform in railway administration.

I will give one more illustration. Between Benares and Allahabad the East Indian Railway have two alternative routes. They allow you to travel either *via* Jhanghai or *via* Moghulsarai. *Via* Moghulsarai the distance is about 106 miles and *via* Jhanghai it is about 82 miles. They give this as an alternative route because they compete with the Bengal and North Western Railway on which line the distance between Benares and Allahabad is only 72 miles. They have a special reduced rate for the distance as well. There is cut-throat competition between the two railways which is very undesirable. But though they allow you this alternative route between Allahabad and Benares, they do not allow this if you want to travel further up the line towards Delhi. For instance, if you take a return ticket from Benares to Cawnpore or Delhi, you must travel *via* Jhanghai and not *via* Moghulsarai, and you must perform the return journey *via* Jhanghai after first detraining at Allahabad; because if you travel *via* Moghulsarai you get into a lot of trouble. I have explained to the Agent that the Railway actually stands to lose in this way, but he does not care. What I do now is this. I book first to Allahabad, and re-book from Allahabad to Cawnpore or Delhi. The result is I pay really less, and because the Moghulsarai route is also an alternative route, I can take a through train from this place to Benares *via* Moghulsarai—the timings being more convenient; and as I explained to the Agent, the Railway gets much less by my booking twice this way, than it would if it treated the route as an alternative one even for journeys beyond Allahabad instead of confining it to Allahabad. I have never been able to understand why the Agent is so obstinate in this matter.

Then, Sir, there is also a great need for adopting uniformity in the matter of food supply. The present system of food supply through contractors is so bad that the food provided at railway stations has deteriorated very considerably in quality. All the stations from Ghaziabad down to Etawah used to have very good food formerly, but now if you will try that food you will feel sorry.

The Honourable Sir James Grigg (Finance Member): All uniformly bad?

Mr. Sri Prakasa: Uniformly bad; if of course the Government wants it to be uniformly bad, let it be so. But what I am aiming at is that the food should be uniformly good. So far as the Honourable the Finance Member is concerned, everything is uniformly good for him.

The Honourable Sir James Grigg: I did not say so.

Mr. Sri Prakasa: Yes. I was given to understand,—and I assure him I did not get this information from his office at all,—that when he is travelling from Delhi to Bombay in the summer, 40 maunds of ice travel with him to keep him cool—cooler in the train than he is in the House.

The Honourable Sir James Grigg: That is perfectly true, but I paid for every maund of it.

Mr. Sri Prakasa: Sir, ordinarily a first class passenger is permitted to take with him only one maund and thirty seers of luggage, and I do not know whether he paid the freight for the ice at the beginning of the journey when it was 40 maunds or at the completion of the journey when the ice had melted and its weight been reduced to zero!

Now, Sir, I should have liked to close with a quotation from a remarkable book that is in the press called Grigg's *Assembly Manners and Morals*. I shall lay a copy on the table of the House as soon as the last page is written, which may not be till April, 1940. I will say that the greatest danger to decent railway administration in this country is the imperviousness of the Government to complaints from passengers, and their entire indifference to what happens to them. I have made a note against all officers concerned for proper punishment at a future date. I feel, Sir, that if Government would only listen more sympathetically to persons who suffer and not insist upon red tape methods as to the channels through which communications should come, if they made themselves accessible and were always prepared to listen with sympathy and courtesy to anybody who wishes to see them on questions of administration; if persons in authority did not unnecessarily lose their tempers at those who bring complaints to them; if the Government would only change their angle of vision and also their heart a little, I think it would be good for all of us. I don't say, and let there be no mistake about it, that the fight for Swaraj will be over as soon as the railways make travelling comfortable. The fight for Swaraj will go on.

Mr. Deputy President (Mr. Akhil Chandra Datta): The Honourable Member's time is up.

Mr. Sri Prakasa: Because so only will department after department of Government be compelled to improve itself and then only can some solace and comfort come to the people of the country over which they have been set to rule.

Captain Sardar Sher Muhammad Khan (Nominated Non-Official): Sir, merely. . . .

Some Honourable Members: The question may now be put, Sir.

Mr. Deputy President (Mr. Akhil Chandra Datta): The Chair called the Honourable Member to speak before the closure was moved.

Captain Sardar Sher Muhammad Khan: Sir, I have nothing to add to what the last speaker has said. He has suggested the amalgamation of three things, namely amalgamation of railways, amalgamation of food and amalgamation of water. Then he said that sometimes it was found very difficult to get down at particular stations because sometimes some stations were on the right side and some on the left side, and people do not know on which side they should sit in the compartment. . . .

An Honourable Member: But you are always on the right here.

Captain Sardar Sher Muhammad Khan: In regard to food, I think, Sir, food amalgamation is very necessary, and I entirely agree with what my friend said, because we Punjabis get only *pan* and *bidi* on certain lines and no Punjabi food at all. If, therefore, food amalgamation is carried out, then things will be satisfactory. This is all what I have to say.

The Honourable Sir Muhammad Zafrullah Khan: Sir, I am afraid the debate on the question of amalgamation has wandered over a wide field, and sometimes one felt that what was being said had not even the remotest connection with the subject of amalgamation. For instance, lest I should be accused of having paid no attention to the matters that my friend, Mr. Sri Prakasa, has brought to my notice, I will take them up one by one making very brief comments on them, and very respectfully put a question to the Honourable Member to tell me what those matters have got to do with the question of amalgamation of the different railway systems. Take the case of the use by foot passengers of the Kalpi Bridge over the Jumna. That matter has been set right, as the Honourable Member himself said, but what connection it has with the question of amalgamation I do not understand. . . .

Mr. Sri Prakasa: Amalgamation of the railways would have helped you to give speedier relief.

The Honourable Sir Muhammad Zafrullah Khan: I understand it was the Great Indian Peninsula Railway that the Honourable Member was referring to. It is a State Railway.

With regard to the *Dharamshala* at Etawah, that is on the East Indian Railway, another State Railway, but how amalgamation would have prevented the Agent from acquiring the piece of land that the Honourable Member referred to, I again fail to understand. I understand that the case of the Agent is that that plot of land, being in the close vicinity of the station at Etawah, was being used in such a manner, there being free access to it by the public, as to constitute a nuisance to the people who used the railway station, and, therefore, it was necessary to acquire it and to put a wall across it in order to keep people out of it. How amalgamation would have helped in the matter it is a little difficult to understand. Then the Honourable Member said, if Government cannot manage matters like this more quickly they should get out; how that would help amalgamation I fail again to understand. Then he made some complaint with regard to certain inconveniences that he had experienced on the railways, but

everyone of the instances that he gave was an instance which pointed towards an extension of the principle of standardisation rather than an instance bearing upon the question of amalgamation. If there were further standardisation of designs, that would obviate most of the inconveniences that the Honourable Member mentioned, as for instance, switches being placed in different places in different kinds of carriages, there being different kinds of lavatories in different kinds of carriages, and so on. With regard to telescopic rates, one or two other Honourable Members have also referred to them and I do want to warn them that in the case of amalgamation it would not necessarily follow that with very much longer distances, though there may be telescopic rates, the rates will stand at the same level at which they stand at present. If amalgamation is likely to result in reduced earning, it is quite possible that the rates would have to be adjusted to the new circumstances. Then, the Honourable Member gave some instances of inconvenience to himself in travelling from Benares to Agra. The whole route from Benares to Agra lies along one system, the East Indian Railway system, and that a State system. How amalgamation would have obviated those inconveniences I again fail to understand. As regards the route from Benares to Allahabad he has complained that you can go from Benares *via* Janghai to Allahabad or you can go round *via* Moghalsarai, but you are not permitted to proceed west of Allahabad by the latter route. Both these routes lie, again, on the same system, and amalgamation would not improve the matter.

Mr. Sri Prakasa: On a point of personal explanation, Sir.

The Honourable Sir Muhammad Zafrullah Khan: I am afraid, I cannot give way.

Mr. Sri Prakasa: Not even on a point of personal explanation? Then please yourself.

The Honourable Sir Muhammad Zafrullah Khan: Then, my Honourable friend said that there was no uniformity in food and the complaint was that the food was not good. That again relates to one system, and a State-managed system at that, and I fail to see how amalgamation would help. All that I wanted to point out was that instances have been put forward,—I have taken them from the speech of the Honourable Member from Benares,—which have nothing to do with the matter under discussion. The point is a simple one, if I may say so, and it is this; whether amalgamation of the different railway systems into a smaller number of groups is or is not feasible, that is to say, whether it would or would not lead to appreciable economies and possible improvements in some respects.

Mr. Sri Prakasa: And uniformity.

The Honourable Sir Muhammad Zafrullah Khan: Yes, and uniformity in some matters which would otherwise not perhaps be attained.

Mr. Sri Prakasa: That is what I was aiming at.

The Honourable Sir Muhammad Zafrullah Khan: I am much obliged to the Honourable Member for his explanation. To the question put in that manner, my reply is that I made it sufficiently clear in my speech on the Resolution relating to the acquisition of the Bengal and North Western Railway and the Madras and Southern Mahratta Railway, that Government are of opinion that the amalgamation of certain railway systems with certain other railway systems would lead to appreciable economies in working expenses and was a feasible proposition, so far as the principle of the thing was concerned, though with regard to the detailed suggestions that have been made there might be a difference of opinion. That remains to be seen when the question is more closely examined. I was rather surprised at the insistence of certain Honourable Members that the mere fact that the headquarters offices of the Eastern Bengal Railway and the East Indian Railway are in close proximity to each other at Calcutta—that that alone is a very good reason for amalgamation of the two systems. I am afraid that argument leaves me unconvinced. All the four big railway systems in England, the Southern Railway, the Great Western Railway, the London Midland and Scottish Railway, and the London and North-Eastern Railway have their headquarters offices in London and yet that has never been treated as an argument for the amalgamation of the four systems. As a matter of fact, entirely different considerations apply to the question—considerations relating to the actual working of the system concerned. Now I have jotted down a sort of rough re-grouping which might be quite feasible. I am not announcing any decision of the Government, not even a tentative decision. As the debate has proceeded, I have been thinking along the lines that I am about to indicate, and I have a feeling that such a scheme of amalgamation might be, at different stages of time, a feasible proposition and might result in appreciable economies. For instance, the broad gauge system of the Bombay, Baroda and Central India might be amalgamated with the Great Indian Peninsula Railway. The Madras and Southern Mahratta and the South Indian Railway, both the broad gauge and the metre gauge, might be run, when it becomes feasible, as one system. The metre gauge portion of the Bengal and North Western Railway and of the Eastern Bengal Railway and the Assam Bengal Railway, might possibly be run as one or as perhaps two systems. To my mind the North Western Railway could not profitably be amalgamated with any other system, as it is being felt, that as it is, it is perhaps about the biggest unit that could be efficiently run as one unit. The East Indian Railway and the broad gauge portion of the Eastern Bengal Railway might be run as one system. The broad gauge portion of the Bengal Nagpur Railway, when the time comes, might be distributed between the East Indian Railway and the Great Indian Peninsula Railway. Then the remaining metre gauge systems might be combined into two systems, one in the centre and the other in the south. In this manner, it is possible that four or five broad gauge groups and two or three metre gauge groups may be formed. It is not necessary for me to go into the various points that were sought to be made by Honourable Members and to say that I personally agree that certain economies are possible and that certain others are not possible. A discussion of that kind would not be profitable at this stage, so long as we agree on the broad principle that economies would be possible. I do not think that they could possibly be placed as high as one Honourable Member placed them, namely, that amalgamation would give us a saving of about four crores. I am afraid there is a great

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deal of disappointment awaiting those Members who think that even when all these systems have been amalgamated, somewhat on the lines that I have suggested, the economies resulting therefrom would be as large as four crores of rupees each year. The House will realise that one of the main difficulties in the way of amalgamation is this. In almost every one of these groups there is the question of the amalgamation of some State-managed railway with a portion or with the whole of a Company-managed railway, so that we are brought up again against the programme of acquisition of Company-managed railways. Honourable Members are already aware of the dates on which the different contracts fall in, and some of the difficulties were discussed when we were discussing the question of the acquisition of the Bengal and North Western and the Madras and Southern Mahratta Railways. I should imagine, again I am rather thinking aloud on this part of the case than anticipating the decision of Government, because Government have come to no decision with regard to this matter, that possibly the easiest case, which has fewer difficulties in the way than any other of the re-groupings I have mentioned, is that of the amalgamation of the broad gauge of the Bombay, Baroda and Central India with the Great Indian Peninsula, and provided that one or other of the alternatives that I mentioned in connection with the Madras and Southern Mahratta and the South Indian Railways became possible of adoption the amalgamation of those two systems, again, would be a comparatively simple proposition. Other schemes have a good many difficulties in the way. Honourable Members will realise that all these schemes, apart from other difficulties, involve switching over from one system of management to another and transferring large numbers of staffs from Company-management to State-management, and these adjustments would in themselves require a great deal of time to be carried through smoothly. I think, as I have indicated, there is no difference of opinion between the various sections of the House and Government on the main principle. The only question is the feasibility of the different schemes and the question of time table. I am fully aware of the feeling of the House with regard to the acquisition of Company-managed railways. That was made quite clear on the last occasion when this question was debated and on that I have nothing to add to what I said on that occasion.

Mr. Deputy President (Mr. Akhil Chandra Datta): The question is:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

The motion was adopted.

Paucity of Muslims in the Services of the Madras and Southern Mahratta Railway and the South Indian Railway.

Mr. H. A. Sathar H. Essak Sait (West Coast and Nilgiris: Muhammadan): Sir, I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

I am sure that we, the South Indian Muslims, are very much obliged to you, Sir, and to the Members of the Independent Party for giving us this opportunity to ventilate our grievances on the floor of this Honourable House in the matter of finding employment in the Railway systems

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operating in our part of the country. My friends on the Congress Benches know me sufficiently not to consider me a communalist. Permit me, Sir, to declare my firm conviction that it is certainly no communalism to claim our due share in the employments of various branches of the services in our country. True nationalism, in my view, exists in raising the level of all sections of the population. I am only trying to perform my share of this duty. I do not wish to encroach upon the very valuable time of this House with any further observations by way of a preface. I will, therefore, plunge into my subject.

I have modestly put down the subject for discussion as "the paucity of Muslims in the services of the Madras and Southern Mahratta Railway and the South Indian Railway". Instead of saying "the paucity of Muslims" I could very well have said "the total absence of Muslims in these Railway services". I will presently satisfy the House that this is no exaggeration. Sir, in answer to question No. 217 put by me in this House, I was referred by the Honourable the Railway Member to Appendix F of the Report of the Railway Board for 1934-35 to find out the number of Muslims employed in the officers ranks in the Madras and Southern Mahratta Railway. What do I find there. I am sure that the Honourable Members who hail from Northern India will be astonished to hear the following figures showing the position of Muslims in the services of these two Railway systems. I am giving the figures for 1935 only. The year 1934 was worse in this respect. In the Agency Department, out of a total of five employed by the Madras and Southern Mahratta and seven by the South Indian Railways, Muslims are nil. In the Account Department out of a total number of 11 employed by the Madras and Southern Mahratta and ten by the South Indian Railways, Muslims are nil. In the Engineering Department out of a total of 44 and 40 employed by the Madras and Southern Mahratta and South Indian Railways, respectively, Muslims are nil. In the Transport Department, out of the total of 32 in the Madras and Southern Mahratta and 29 in South Indian Railways, Muslims are nil in Madras and Southern Mahratta and one Muslim in the South Indian Railway. In the Commercial Department in which the South Indian Railway employed ten persons, Muslims are nil. In the Mechanical Engineering Department where Madras and Southern Mahratta employed 24 and South Indian Railway 21, Muslims are nil. In the Stores Department, total employed by Madras and Southern Mahratta eight and South Indian Railway seven, Muslims are nil. Other departments total employed by Madras and Southern Mahratta Railway eight and South Indian Railway eight, Muslims are nil. In short out of a total number of 139 gazetted officers in the Madras and Southern Mahratta there is not a single Muhammadan employed; and out of the total number of 192 gazetted officers in the South Indian Railway, two are Muslims.

In the words of the Honourable the Commerce Member, "Government have fixed 25 per cent. for Muslims in direct recruitment to superior Railway services on the Madras and Southern Mahratta Railway" and presumably on the South Indian Railway also. But the present percentage of Muslims in these Railways is Madras and Southern Mahratta nil, South Indian Railway 1.5 per cent.

Now, as regards subordinates drawing Rs. 250 or over per mensem or on a scale of pay rising to Rs. 250 or over per mensem, the figures are as astounding as those of gazetted officers. I will not tire the House by quoting figures for each department separately. I will content myself by observing that out of the total number of 309 such officers in the Madras and Southern Mahratta not a single one is a Mussulman while in the South Indian Railway out of a total number of 289 there are five Mussalmans. The percentage is nil in the case of the Madras and Southern Mahratta and 1.7 per cent. in the case of the South Indian Railway.

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

Sir, I am sure that even the most ultra-nationalist will concede that these figures justify my cut motion and that something has to be done and done immediately in the matter. As I have said above the percentage fixed by the Government for Muslim recruitment is 25. But I am afraid even Dr. Ziauddin may fail to tell us in how many long years the Muslims will obtain this 25 per cent. in the services of these two Railways, even if these Railways were to begin honestly today to put into effect the famous Home Department Resolution. But we, in South India, know what is being done there. The Home Department Resolution was issued in July, 1934. The figures that I have quoted are up to the end of March, 1935. How many new people were recruited in these two Railways and how many among these recruits were Muslims? While in the South Indian Railway there was one fresh recruitment of a Mussalman in the gazetted ranks and there has been a decrease from six to five in the rank of those receiving Rs. 250 and above, the Madras and Southern Mahratta has not recruited a single Muslim. This is not all. I have heard of cases of vacancies in the Agency Department, Transportation Department and Commercial Department, which do not require high academic qualifications, being advertised for non-Muslims and vacancies in the Loco. Branch of the Engineering Department being reserved for Muslims, the good people responsible for such reservation being well aware that candidates with qualifications required for such jobs are almost non-existent in the Muslim community. There is further the case of a Muslim from Northern India being recruited and given orders to join service as a gazetted officer in the Stores Department of the South Indian Railway and the orders were suddenly cancelled. The Honourable Maulvi Syed Murtuza Sahib knows the case full well and I hope he will have an opportunity of explaining it to the House. Now, I come to the subordinate services. I do not think that the station masters and the clerks form even one per cent. on these railways. A considerable portion of the South Indian Railway runs through Malabar. Not a single Muhammadan inhabitant of this District, known as Moplahs, is employed even as a station master. I remember there were two Moplah clerks in the South Indian Railway a few years ago but I do not know if they are still there. This out of, perhaps, thousands of clerks! It is true, Sir, that we in the South took to English education very late. But, due to the efforts of our revered leaders, we awakened to our position, in the early part of this century, with the result that we have now a great number of educated young men coming out of their colleges. The question of finding employment for them has become very acute. So much so that, due to the scarcity of openings for their employment, the progress of education in the Muhammadan community in the

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South is in danger of receiving a set-back. This is a danger—and let me assure my Honourable friends that this is a real danger—which has to be considered very seriously. It is cold consolation for us that in a far future date we will reach the percentage allotted to us in these services. The distress among our educated young men is reaching a dangerous stage. Our distance from the seat of the Central Government precludes our receiving such attention as our problems deserve. It is very seldom that our grievances get a chance of being heard even in this Honourable House. Feeble as my voice is, Sir, let me avail myself of this opportunity to make an earnest appeal to the Honourable the Railway Member, as representing one of the biggest agencies for employing our young men, to consider whether he may not go a step further beyond the Home Department Resolution and try and devise means to so arrange recruitment on these two Railway lines that the pace towards the goal of twenty-five per cent. is accelerated by stipulating that, until that goal is reached, the percentage of new recruitment of Muslims to these services will be at least twice as much as is now stipulated. Sir, the figures that I have quoted above do surely justify any degree of censure on the Government for allowing such neglect in the case of Muslims in the South, but let me make it perfectly clear that my object in moving this cut is not to censure the Government but only to call their attention to this very serious situation in South India and thereby to appeal for sympathetic action on the lines suggested.

Sir, in that spirit I move this cut and I request my Honourable friend to accept it in that spirit.

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

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

Maulana Shaukat Ali (Cities of the United Provinces: Muhammadan Urban): Sir, I had no intention to speak on this motion for the simple reason that I knew nothing about the railway administration, and all the advice that I wanted to give to the Honourable Member, I gave on the first day. I want to see how he is going to meet this deficit. If he can save four and a half crores this year or something near that, I shall congratulate him and his Department on the fact; if he does not do so, I shall blame the whole Department. (Laughter.) I have no right to inflict a speech on a subject which I know nothing about, but my friend from Malabar, Haji Abdul Sathar Sait, asked me to support him. Though I love Malabar, and all connected with Malabar, I would not have accepted his request if I had not something to say in the matter before the House.

Sir, I do not mind confessing that I am a communalist, and that I have always been proud of being a Muslim communalist.

An Honourable Member: Are you a communalist?

Maulana Shaukat Ali: Yes, I am a communalist. But, Sir, in regard to this matter of paucity of Muslims in the services in the South, I have decided that if there was any question dealing with minorities, whether they be Hindus, Sikhs or Christians, if any of them asks for my help, I shall be at their disposal and do my best for their cause.

(Hear, hear.) If there were any question in this House concerning other communities—Sikhs, Parsis and other minorities—we Moslems must lend our valuable support and see that they receive their due share. Similarly, I want my friend, Professor Ranga, here, who is a nationalist, to take up the cause of Muslims in the South and see that they get satisfaction in their demands and have their grievances removed. In the North, I have got a brother communalist, Bhai Parmanand (Laughter): and if there is any disparity, if there is any injustice to the Muslims anywhere in the North, I hope Bhai Parmanand will fight for the Muslims to see that there is no wrong done to them. And to see that there is nothing wrong done against the Hindus and the Sikhs, let them come to me and I will fight for their just rights.

My friend with the longer beard (Laughter), Sardar Sant Singh, has suggested a novel settlement of our unfortunate quarrels in the Punjab. He suggests that, within three months' time, I must allow my beard to grow to the size of his, so that we could get an equal grip, and then, with your permission, Sir, we will have a fair fight in this arena of the Assembly. This will be a very interesting fight, and, I am sure, the House will enjoy it. If the House approves of a settlement on the lines suggested that in case he beats me, the Moslems lose their case about Shahidganj, and if I beat him, the Sikhs cheerfully accede to the Moslem demand. Then, we could settle our affairs happily, and I think India will be happier and our administration cheaper and better. Therefore, Sir, I support the request of my brother from Malabar and leave the whole question of Moslem grievance in the railway services in the South and in the North in the hands of the nationalist Professor Ranga on one side and my brother communalist Bhai Parmanand in the North. This would prove a very useful and practical solution of our communal problem.

Maulvi Syed Murtuza Sahib Bahadur (South Madras: Muhammadan): Sir, I have great pleasure in supporting the motion before the House which was so ably moved by my Honourable friend, Mr. Abdus Satter Essak Sait. Sir, he has furnished to the House facts and figures, and proved to the hilt that glaring injustice is being done in the case of Muslims in South India, particularly by the two Company-managed railways, i.e., the Madras and Southern Mahratta and South Indian Railways. Sir, I should fail in my duty if I, in dealing with the South Indian Railway, which is now trying to mend matters, did not mention that they have issued a circular to the effect that Muslims should be recruited on the same principle as laid down in the communal G. O. of the Madras Government. So, recruitment is being made there on that principle; but even in that company, very recently, a great injustice has been done. I have received intimation from a reliable source that a certain vacancy of assistant superintendentship in the Stores Department occurred. As the House is aware, that is of the officers' grade. It was advertised and applications were invited from the Muslim community, and the qualifications laid down was that the candidates should have passed the mechanical engineering examination. About half a dozen of them were asked to appear before the Staff Selection Board which selects candidates for appointment. Four or five highly qualified Muslims appeared before the Staff Selection Board. Two or three of them had English qualifications. The Board was fully satisfied with the qualifications of one of them; if I remember correctly, his name is Abdur Rahim and he was from Northern India.

Mr. S. Satyamurti: A great name!

Maulvi Syed Murtuza Sahib Bahadur: Sir, as has been rightly observed by my Honourable friend, Mr. Satyamurti, that is a name which carries a great regard with it. (Loud Applause.) Sir, he was selected and he was ordered to join duty on a particular date. If my memory does not fail me, he had to take charge of his new appointment on the 7th February, 1936. He came all the way from Trichinopoly to the United Provinces to take his people over there. Just when he was making himself ready to start, he got an order from the railway authorities informing him that his selection was cancelled and that there was, therefore, no necessity for him to proceed to that place. Now, to add to the misfortunes of this young man, I am told that that appointment has now been advertised again and that, according to the fresh advertisement, it should go to a non-Muslim. As has been pointed out by my Honourable friend, Mr. Abdus Sattar Essak Sait, out of 192 appointments, there are only two Muslims and yet this glaring injustice has been done in that company which is presided over by an Agent who is a right-thinking gentleman and who, so far as I know, has been acting up to the spirit and letter of the circular issued by his predecessor that, out of 12 appointments, two should go to Muslims, two to Christians, four to non-Brahman Hindus, one to Anglo-Indians, and so on.

Mr. S. Satyamurti: None to Brahmins.

Maulvi Syed Murtuza Sahib Bahadur: The rest to the Brahmins. I may assure the Honourable Member of the Brahman community that they cannot be ignored by anybody. Before concluding, I have to state that I support the motion of my Honourable friend in the same spirit in which it was moved by him. I do not propose to censure the Government for their negligence so far. In the case of the State-managed railways, generally, they go into all these matters, though not very deeply, at least to a certain extent. But so far as Company-managed railways are concerned, they treat the question of Muslim appointments in a step-motherly way. I hope that that kind of affair will not continue, and the Honourable Member in charge will see that justice is done in the case of this important minority community.

I have only to say one word. So far as these two railways are concerned, Madras and Trichinopoly happen to be the headquarters. These two places are well known educational centres. In Madras, we have got half a dozen well conducted first grade colleges. So far as Trichinopoly is concerned, it is next to Madras, and it was once the seat of Muslim Government. There are three first grade colleges there. One is a college purely intended for women. That also happens to be a first grade college imparting education up to the B. A. Standard. There is a Government High School there. We can get any number of qualified Muslims in both the places. We do not want appointments to unqualified Muslims. When qualified Muslims are available and when in the case I have pointed out an England returned gentleman, satisfying all the conditions set forth in the notification, was selected for a certain appointment, I do not see any justification as to why that selection was cancelled and some other advertisement has been given to the Press calling for applicants from non-Muslims. This kind of affairs cannot be

tolerated by this House. I do hope that the head of the Railway Department would go into these matters and see that things are rectified to our satisfaction and to the satisfaction of the House.

Mr. M. S. Anay: Sir, I rise to support the cut. The facts which have been placed before the House by my Honourable friends are in themselves furnishing a very good ground for the case being considered sympathetically and in a spirit of justice by the Honourable Member in charge. He has given us details of appointments in all the important departments in the higher superior services on these two railways, and the number of Muslims is practically zero on almost all the lines. That certainly is indicative of a certain policy being pursued up to this time which, after the announcement that was made in this House some time before, cannot continue in fairness and justice to that community. Personally, Sir, I am entirely opposed to any kind of reservation on communal basis to any community in the services. That is my personal opinion. But I am not standing here to vindicate that opinion in view of the absurd position already taken up by the Government of India in regard to this matter. But however, apart from that, having taken up that position, I expect that the Government should work it up in a spirit of equity and justice to all the communities concerned. In the meantime, I would also like the Honourable Member in charge to explain to this House, at some length or at such length as he can possibly manage to do within the time limit before him, as to what the policy of the Government is in regard to the reservation of 25 per cent. for Muslims and a certain other percentage with regard to certain other minority communities in the railway services. Is that 25 per cent. going to be calculated by taking up the total number of servants employed over all the railway lines in India in all the Departments, or is it the intention that in each Province and in every Department the number of employees of the particular community should reach 25 per cent. I want the Honourable Member to explain that point. If it is to be worked up in the latter way, then it will have to be seen that, in the case of every Department and each line, an estimate will have to be made every year to find out what percentage of a certain community is already present in that line and what is the deficit, and how that deficit is to be made up according to some plan prescribed in regard to the recruitment of that community. Otherwise, it may so happen that in the case of certain lines, the actual percentage of that community may exceed, and, in the case of others lines, it may fall short. As an alternative, Government may pursue a policy that every line should have a definite percentage allotted to it, and all lines put together must show the percentage announced. What is the policy which the Government want to follow in the matter? For example, in the North Western Railway, do the Government want to maintain only 25 per cent.? Do they want that, in the Great Indian Peninsula Railway also, it should be 25 per cent., in the East Indian Railway, there should be the same percentage, and so on, in each and every other railway? Or do the Government want that all railways should be put together and 25 per cent. should be arrived at in the aggregate? Do the Government want, say, 50 or more per cent. in the North Western Railway, five per cent. or more on the South Indian Railway and a different percentage on some other railway, but in the aggregate it should be 25 per cent. for all railways put together? The House will be interested to have a clear explanation and enunciation of policy on this point. With these observations, so far as the particular case is concerned, I unhesitatingly give my support to it.

The Honourable Sir Muhammad Zafrullah Khan: Sir, the orders of the Government of India on the subject and the instructions issued by the Home Department for giving effect to those orders have been published. But as the Honourable Member, Mr. Aney, has put that question to me, I shall very briefly explain the principles upon which recruitment to railway services takes place so as to secure a fair share of such recruitment for minority communities. The orders issued are on the principle that, out of 33 1/3 per cent. of the services reserved for all minority communities in India, 25 per cent. might be secured for Muslims and 8 1/3 per cent. for other minority communities. Mr. Aney wants to know how is it proposed that these proportions shall be secured. Is it that when prescribing this percentage on the railways we hope that, at the end of the year, we might find, as a result of our exhortations, that 25 per cent. Muslims and 1/3 per cent. other minority communities had been recruited on all the systems or have we laid down any particular proportions for the different systems of railways? These orders, I might explain, apply to recruitment to the subordinate ranks of the different railways. And taking into account the average recruitment on the different railway systems, that is to say, what the numbers had been in the past, the decision was taken that, if a percentage of Muslim recruitment was fixed on certain railways, and the other railways were asked to continue to recruit in accordance with the percentages which they were already recruiting, an over-all percentage of 25 would be secured. Let me cite some of the percentages. For instance, with regard to the North Western Railway, which, as Honourable Members are aware, serves Sind, Baluchistan, the North-West Frontier Province, Punjab and a small portion of the Meerut Division in the United Provinces, the orders were that in fresh recruitments,—and these orders apply only to fresh direct recruitments and not to promotions,—60 per cent. of the posts should be reserved for Muslims, which is less than their proportion in the population of the areas served by the North Western Railway. It was not, however, necessarily with reference to population ratios that these ratios were fixed. Again, the East Indian Railway were recruiting somewhere near 19 per cent. of Muslims on their railway, and it was found desirable not to disturb that proportion, and they were told to endeavour to keep up to that percentage in future. On the Eastern Bengal Railway, 45 per cent. has been reserved for Muslims, and, on the Assam Bengal Railway, 35 per cent. If the other railways had continued to recruit according to the proportions which they had followed previously, an all-India percentage of 25 per cent. for the Muslims would have been secured. This matter was settled in principle by the Government of India early in July, 1934.

Maulana Shaukat Ali: What is the percentage for the Great Indian Peninsula and Bombay, Baroda and Central India Railways? What has been sanctioned now?

The Honourable Sir Muhammad Zafrullah Khan: There is no question of a fresh sanction; they were merely asked to continue in accordance with their previous proportions. On the Great Indian Peninsula Railway, I think, it is 10 per cent., and, on the Bombay, Baroda and Central India Railway, it is 12 per cent.

Owing to certain reasons and certain adjustments that had to be made,—for instance, these percentages themselves had to be worked out; though

the main principle of 25 per cent. Muslim recruitment was settled early in July, 1934, detailed orders were not issued to the Agents till the end of 1934. Therefore, with regard to figures that the Honourable the Mover of this cut has read out up to the end of March, 1935, these two railways really had only had three months up to that time within which to make a move. Now, I recognise that there is a great paucity of Muslims on these two railways, particularly in the higher appointments,—officers as well as in the higher subordinate appointments; though in justice to those railways I might read out that the figures of total Muslim employees including inferior employees and servants is this: Out of a total of 49,000 on the Madras and Southern Mahratta Railway, 5,511 are Muslims out of whom 882 are subordinates; on the South Indian Railway, out of 36,000 total employees, 1,996 are Muslims, out of whom 536 are subordinates. Now, in the past, the position has been extremely unsatisfactory on these two railways, and there has not yet been time enough to improve the position. I was glad to hear Maulvi Murtuza Sahib Bahadur say that at least the Agent of the South Indian Railway was anxious to rectify the position. When these orders were issued to the South Indian Railway, they proposed that they should be left to follow the proportions that the Madras Government had laid down for recruitment to the Madras services for the Muslims, and they sent up the variations that they proposed. They said that they were prepared to recruit 16 $\frac{2}{3}$ per cent. Muslims to the superior as well as to the subordinate services as against 25 per cent. and 11 per cent. on the Madras and Southern Mahratta Railway. The Railway Board went into the matter and made a recommendation to Government, and Government were satisfied that the alternative proposed by the South Indian Railway was, on the whole, fair; and, having regard to the percentages laid down by the Madras Government, perhaps it would be easier to leave the South Indian Railway to follow those percentages. So that, with regard to these two railways, the percentages finally are 25 per cent. and 16 $\frac{2}{3}$ per cent. with regard to superior services and 11 per cent. and 16 $\frac{2}{3}$ per cent. with regard to subordinates. And the method of enforcing these percentages is this. At the end of each year, the figures are examined. If it is found that with regard to the fresh recruitment that has taken place during the course of that year,—and that is the only kind of recruitment to which these orders apply, as I have explained,—there has been a deficiency with regard to any community, whether Muslims or Anglo-Indians or Indian-Christians or anybody else, then that deficiency is to be carried into the account for the next year, and instructions are issued to the particular railway pointing out the deficiency and drawing their attention to the fact that they have, during the course of the next year, to make up the deficiency. Now, I quite realise the position that, if this went on from year to year for a long number of years, the deficiencies with regard to one particular community might go on being piled up on paper and no actual relief may be given to that community. But that is not so. The intention is that if, in the following year, the deficiency of one particular community is not made up, or, at any rate, a tendency is not observed that a serious effort is being made to make up that deficiency, then supplementary instructions may have to be issued. But that is a case which I hope will not arise, because I do not think there is a tendency on the part of any particular railway to flout the orders and directions issued to them in this respect. With regard to these two railways, therefore, on examination of the figures, such instructions as may be necessary, drawing

[Sir Muhammad Zafrullah Khan.]

attention to their default, if any becomes apparent in this respect, shall be issued to them; and the Railway Board shall insist that they must carry out, not only the orders of the Government, but what is, in the case of the South Indian Railway, a solution suggested by themselves to the Railway Board and accepted by the Railway Board and Government. It was remarked by the Honourable the Mover of this cut that people from his province were not being employed in sufficiently large numbers; that is to say, Muslims from different parts of Madras. Though ordinarily I would desire with regard to each community that the recruitment to particular railways should be from the areas which those railways serve.

Sardar Mangal Singh (East Punjab: Sikh): Have Government fixed similar percentages for other communities also?

The Honourable Sir Muhammad Zafrullah Khan: I have explained what Government have done. As I was saying, though I consider that for many reasons it is desirable that people recruited for the railways should come from the areas which those railways serve, and, therefore, every effort should be made to get people from those areas, Honourable Members will recognise that it is not desirable to lay down a rigid rule that they must recruit from certain areas only. Such a rule would lead to a good many complications. And, therefore, though I hope that the percentages of the various communities will be made up on the different railways from the areas which those railways serve, they may have occasionally to go out of those areas to make up those percentages. And, so long as I am satisfied that they have not done so purposely in order to shut out qualified men in the areas which they serve, I shall not be disposed to quarrel with them over that. I hope the position of Government in this matter is quite clear and that the Honourable the Mover of the cut will be satisfied that every possible effort will be made to see that these instructions are carried into effect on these two railways.

Mr. H. A. Sathar H. Essak Sait: Sir, on a point of information, I did not interrupt the Honourable Member, but he spoke about some hundreds of subordinates on the South Indian Railway and the Madras and Southern Mahratta Railway. I should like to know who these subordinates are. Are they subordinates drawing Rs. 250 and above or some other subordinates?

The Honourable Sir Muhammad Zafrullah Khan: This includes all, from the lowest which may be Rs. 30. These are the total numbers of subordinates on these two railways. As I have said, Government are conscious of the fact that more particularly in the higher ranks and in the officers' ranks there is a paucity of Muslims on these two railways, but Honourable Members will recognise that the orders referred to by me apply only to fresh recruitments, and fresh recruitments to a very large extent on the railways now take place only in the lowest ranks. Therefore, no interference is permissible with promotions which must continue to be made on merit and seniority.

Bhai Parma Nand (West Punjab: Non-Muhammadan): What is the percentage fixed on these railways?

The Honourable Sir Muhammad Zafrullah Khan: I have said that, on the Madras and Southern Mahratta Railway, so far as the subordinate services are concerned, the percentage fixed is 11 per cent., and, on the South Indian Railway 16 $\frac{2}{3}$ per cent.

Mr. H. A. Sathar H. Essak Salt: In answer to my question, some time back, the Honourable Member said that the percentage fixed was 25.

The Honourable Sir Muhammad Zafrullah Khan: 25 per cent. for superior services, and 11 per cent. for the subordinate services on the Madras and Southern Mahratta Railway, and 16 $\frac{2}{3}$ per cent. for superior as well as for subordinate services on the South Indian Railway.

Mr. President (The Honourable Sir Abdur Rahim): Does the Honourable Member wish to press his motion to vote?

Mr. H. A. Sathar H. Essak Salt: I am satisfied with the assurance of the Honourable Member. Sir, I beg to withdraw my motion.

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

The Assembly then adjourned till Eleven of the Clock on Thursday, the 27th February, 1936.