

16th March, 1921

THE  
LEGISLATIVE ASSEMBLY DEBATES  
(Official Report)

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FIRST SESSION  
OF THE  
LEGISLATIVE ASSEMBLY, 1921



SIMLA  
SUPERINTENDENT, GOVERNMENT CENTRAL PRESS  
1921

Rs. 9-8 or 15s. 9d.

# LEGISLATIVE ASSEMBLY.

*Wednesday, 16th March, 1921.*

The Assembly met in the Assembly Chamber at Eleven of the Clock. The Honourable the President was in the Chair.

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

### SECOND STAGE—*contd.*

#### *Expenditure charged to Capital—contd.*

**The Honourable the President:** Adjourned debate on Demand No. 51. The original question was :

' That a sum not exceeding Rs. 17,78,11,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st March 1922, in respect of ' Railways'. '

**Dr. Nand Lal:** Sir, I thank you for giving me permission to speak on this motion. Rai J. N. Majumdar Bahadur is said to be feeling indisposed and I, therefore, venture to take up his subject. I may not be able to do justice to it, but I shall endeavour to offer some suggestions. The motion before us now runs as follows :

' That the demand under head Railways be reduced by 10 crores. '

**The Honourable Mr. Hailey:** Sir, may I rise to a point of order? The House will perfectly well understand that we do not in any way wish to restrict this scope of this discussion but desire, on our side, to know whether we are to discuss a motion that the demand under head Railways be reduced by 10 crores. As that motion has not been formally put, we should like a ruling from you, Sir.

**The Honourable the President:** The motion the Honourable Member is proposing to move stands in the name of Rai J. N. Majumdar Bahadur. Under the Rules, he is not allowed to take over a motion from some one else; but if he wishes to move a small reduction, he can then raise whatever question he chooses.

**Dr. Nand Lal:** Now the amount for reduction is 10 crores, but it may be 3 crores . . . .

**The Honourable the President:** Order, order. I am not certain that the Honourable Member has understood me. If he wishes, he may move a motion for reduction to any amount if his object is to save money; but if his object is to draw attention to certain questions of administration, the usual Parliamentary practice is to move for a small reduction, say one thousand rupees, merely in order to raise questions of principle. If he has the good fortune to carry the majority of the Assembly with him in a motion for this small reduction, the Government will according to the Parliamentary practice, regard that as a vote of censure on their administration of Railways. But if

[The President.]

the Honourable Member wishes to save a substantial amount of money, then he moves the other question. That, however, for the information of this Assembly, is a very uncommon practice and ought not to be resorted to except on very exceptional occasions. If the Honourable Member wishes to move a motion for reduction in order to speak on the question of railway administration, he is at liberty to do so; but it is not necessary for him to do so because the motion I read out from the Chair just now opens the whole subject of railways.

**Dr. Nand Lal:** In that case, Sir, the motion which I beg to place before the House is :

'That a reduction of Rs. 1,000 be made in the grant under head 'Railways.'

On this occasion I venture to suggest to this Honourable House that we should try to draw the mouth of the money bag a little tighter, because we have got a number of grievances against the administration of railways in this country. We have offered suggestion after suggestion, day after day and the railway authorities have responded by giving the stock reply 'We are doing our level best, we shall try to do this and we shall try to do that', but their efforts have not been fruitful. These grievances which I am going to enumerate, which I am going to narrate to this House, are substantial grievances. Now before I launch into this discussion, I should like to make some remarks especially in the form of a submission. I, as a Member of this Honourable House, look upon myself as a servant of both Europeans and Indians; of Hindus, Muhammadans, Christians, Parsees and people of other creeds and castes; and, if, as a common servant, I try to make out that one of my masters has a better room than another, or one of my masters has a little more comfort than another, then the submission, which I wish to place before you, I hope may not be misunderstood and that I should not be considered guilty of partiality. The spirit which has prompted me to prove that some sort of difference in treatment exists, is the desire for equality and harmony.

Now I turn to the list of grievances which, I venture to think, will be considered. The first item on that list is the corruption prevalent in the Railway Department. Some Members of this House will agree with me when I say, that at certain railway stations, you cannot get any thing until you have 'greased the palms' of the station master. You may say to him 'I want this waggon loaded, my goods are lying here and they may perish.' Or you may say 'There is a very good market now and I shall get ample profit.' He will immediately say 'there is no stock', but no sooner you hand over a couple of rupees than the stock turns up. In some instances it is more than Rs. 2, but I want to put my case in a modest way. Then a telegram is sent to the District Traffic Superintendent who replies that a number of waggons are available.

Look at the power of money, when it passes in the form of bribes. The thing, which was not in existence in the railway station, comes into existence after a few hours. Now, is it not a slur on the railway administration? Is it an exaggeration? Petitions after petitions have been made. What serious effort has been made to put an end to this evil? If you went yourself to send your goods from one station to another, if you took the trouble of going there yourself, it is quite probable that on account of your towering personality or on account of your having a great deal of influence, your goods may be received and an invoice or receipt, whatever it may be, may be handed over to you.

But if your servant goes there, who is in dirty clothes, he will have to wait for a couple of hours. And how will that time be shortened? I think the remedy is very easy. Pass on one or two rupees and the goods will be received. Is it not shocking that the Railway Department which, in a way, is a dealer and has to deal with the public, and is meant for the convenience of the public, puts the public to great inconvenience? This is my grievance No. 1. I offer the suggestion to the Government that the Government should kindly inform the Railway Department that the public has got a serious grievance against it so far as the question of the Traffic Department is concerned.

So much for the Traffic Department. Now, let us take the engineering department which is one of the sub-divisions of the railway administration. In some cases, no contractor is able to get a contract till he has promised some sort of commission to the officer who has got power to give that contract. In some cases, some officers are no doubt very honest. But in some cases it is extremely difficult to get a contract till you have promised some sort of commission. You cannot get payment till you have paid something for it. This also casts a great slur on the railway administration and this was brought to the notice of the Railway Department by some petitioners. The Railway Department, I may say, the high officials are very conscientious, and they are always in favour of improvements, and of removing those grievances in their own way. They have done something but my complaint is that that something has proved ineffectual. It has not brought about a desirable result. The efforts made by them were not strenuous, were not effective, they were weak. Therefore, I feel justified in offering my suggestion very strongly to the Railway authorities that they should put forth very strenuous efforts now and try to impress on the minds of some of their subordinates that they should try to abstain from taking bribes.

I now come to Item No. 2, or you may call it grievance No. 2 on the list of grievances. 'Difference in treatment in some cases, meted out to an Indian and a European traveller'. Both European and, I must confess, Indian officials, pay greater attention to a European passenger than an Indian. Their colour is respected. My submission before this House is, that the Railway Department is a carrier. It is a kind of business concern. The colour is not to be seen. The question of payment is the only consideration. Whether a traveller be an Indian or a European, when he purchases a ticket, and is the *bona fide* holder of a ticket, he is entitled to equal attention, equal treatment and equal attendance, and my complaint is, that equal treatment and equal attention are not given in practice. It is quite probable—and I am quite prepared to admit, that high railway officials may on some occasions have issued circular letters to their subordinates to keep the letter of the law, and on some occasions have suggested to their subordinates that they should look upon all passengers as equal, but the fact remains that the subordinates and servants of the Railway Department, at a good many railway stations, do not pay attention to this direction at all. Sir, if an Indian is travelling, he may be travelling in a first class or second class compartment, if he says to a railway servant present on the platform 'I cannot get my berth', he says, 'Look for it—and you will find it there.' Well, if a European passenger asks for a berth, the railway servant is at his beck and call. If the railway official is an Indian, he will be only too glad to accompany the officer and try to find out a berth for him. Sir, perhaps the other side may launch this criticism against this argument.



[Dr. Nand Lal.]

'Hullo! he is your own countryman; an Indian! yet he is not prepared to help you. What help can you expect from the Europeans employed there?' There is a cause for it. I do not blame the Indians much. Because, if that Indian traveller or passenger goes to the Station Master, who is a European, and lodges this complaint before him against that Indian servant of the Railway Department, the Station Master will say, 'Well, go to some other man.' Perhaps he may take it in a very light way. But, if the European passenger is put out, is put to some sort of inconvenience or discomfort, and he goes to the Station Master, the Station Master will come out and call upon the Indian servant to explain why he behaved like that. That is the chief cause. Some Indian servants also feel diffident about showing sympathy with their Indian brothers travelling on Indian railways. So, therefore, the unequal treatment which is observed is undesirable. I, as a common servant of both nationalities, look upon it as my sacred duty to point out this deplorable inequality of treatment. All of us must be in favour of harmony. This inequality of treatment does away with harmony. Therefore, I feel justified in offering this suggestion to the Government with the request that Government will impress on the minds of the railway authorities that they should see that this inequality is removed immediately.

Then the third item which stands on the list of grievances is this—That some of the railway servants—I mean to say those who are on the running staff—are thieves, they commit thefts. I understand the weight of my responsibility and I repeat it. If you send a parcel containing oranges or apples from one station to another, you need not expect to get all of them. No wonder in some cases if you send *ghoe* from one station to another, in all kinds of peculiar ways, they will try to get some quantity of *ghoe* out of it. And they take a pride in it. Do you know what they do with the stolen oranges or apples?

They make a present of them to their friends, and they take a pride in it. There is a Punjabi proverb, a very popular one,—I must say there must be a corresponding proverb in other provinces too—the significance of which is this. If the fencing wire spoils, damages or eats the standing crop, then the peasant must cry. That is, if the fencing wire, which is called the *bar*, the hedges artificially fixed into the ground to prevent cattle trespass, is going to eat up the standing crop, then there will be no protection available for the standing crop of that peasant. Similarly, if some of the running staff, some guards, who are the custodians, the trustees, of the articles of the public, commit thefts like that, I say where is there security? It is detrimental to the income of the Railway Department also. Do you know what is the result? If Mr. Joshi wishes to send a parcel of oranges to me, he will entertain great fear that perhaps all the contents may not reach me. Therefore, he will send them through some ordinary traveller, so that, the whole of the basket may come to my hands. Is it not a pecuniary loss to the Railway Department? If I were the carrier, my first attempt would have been to ensure that every one should send things through me so that I might get the freight. Here the Railway Department loses so far as the monetary aspect is concerned, and on the top of it gets a bad name on account of some bad servants. The higher authorities are very good and very conscientious people. The Railway, as a concern, has got very good intention, because we see the intention in the Railway Act and circulars and standing orders. But

some of its servants sometimes play havoc. Perhaps you will say, 'Then the servants are to blame, and not the Railway Administration.' All your talk is idle talk.' I submit, it is not idle talk. It is very useful talk. I shall place a hypothetical case before you to illustrate my point. A is a gentleman. He has got excellent manners, is very polite, very conscientious and very good, socially and morally, and visitors come to see him. Unfortunately he has got a servant or bearer, B, who is posted in the veranda to receive his visitors. A is absent from the house. A tells bearer B: 'If visitors call at the house, tell them I shall be here after a couple of hours'. Now suppose a visitor C comes and asks B: 'Where is your master?' B says: 'I do not know. I can't say when he will come'. C asks: 'At what time will he come?'. B says: 'Sometimes he turns up at the dead of night or he may turn up now'. He does not offer him a seat or a chair. Then C says: 'All right. Keep this visiting card with you'. B replies: 'No, no. I have not got a good memory. Perhaps I may forget to hand it over to my master'. Then the visitor keeps standing there so that some other servant may come. No other servant is available. After all he feels disappointed and goes back. He meets A later on and tells him: 'I had gone to see you on a certain day and you were not at home'. Thereupon A says: 'I am very sorry that I was absent from my house. I beg your pardon.'

**The Honourable the President:** Order, order. I do not quite understand what the Honourable gentleman's bearer has got to do with the construction of Railways.

**Dr. Nand Lal:** This has got a very close bearing on this point, namely, that the master A is a very good man, but the bearer refuses to receive visitors and A gets a bad name simply because the bearer has got peculiar habits, and does not carry out his duties. That is the bearing. That is the point which I am placing before this Honourable House. The Railway Department's intentions are good, the employers are good, but the servants who have been employed do not look to their duties properly, and thus the master, the Railway Administration, gets a bad name for nothing. I have brought forward this hypothetical case in order to illustrate my point. Therefore the suggestion which I put forward very strongly before this House is, that we should urge upon the Government to impress on the mind of the Railway Department that they should try and see that these sort of defects are removed. Some Station Masters don't care to talk to you. If you ask: 'Where is the carriage?', they will say: 'The carriage is there'. 'From whom may I inquire.' 'There is the man'. If you go to that man, he will say: 'It is not my duty'. Now what will be the condition of the mind of the passenger there? Could you believe for a moment that he would admire the Railway Administration? The uppermost idea in his mind would be that this administration is very defective.

Now I come to another grievance, the condition of the third class passengers on the railways. Look at the irony of fate of these miserable people? They are the source of income to the railway so far as the booking traffic is concerned. I do not mean to say parcels, but I mean to say so far as the income, which comes from the travelling public, is concerned. They, as a matter of fact, are the best pay masters. Let us examine the condition in which they are placed when they are travelling on the Railways. To my mind—I may be making a mistake—they are not, in some cases, considered any better than chattels. They are in some cases treated as if they are inanimate objects.

[ Dr. Nand Lal.]

Sometimes they are put in a wagon which perhaps you would not like to see your horses put in. Sometimes they are put in a third class carriage the capacity of which may not be sufficient to accommodate even 70 passengers, but you will be startled to see that more than 100 passengers are there even in summer. One passenger sometimes has got to support another passenger leaning on him because there is not even standing room. At some stations they cannot get even a drop of water. They ask: 'Where is the waterman?' There is none. And if there is one appointed by the Railway Department, do you know what he is doing? Perhaps he is cooking the food of the Station Master or rendering service privately to the Goods Clerk. The poor fellow is not to blame. He must obey the gentleman under whom he is placed. The Railway is not to blame too, because they have appointed a waterman. So far as the Railway Administration is concerned, we may say: 'Of course, the railway have made this provision. A waterman has been appointed'. And so far as the waterman is concerned, he is not to blame either, because he has to obey the Station Master. The Station Master says: 'Go there; my guests are in the house; attend to them.'

**The Honourable Mr. W. M. Hailey:** May I have your leave, Sir, to interrupt the Honourable gentleman on a point of order? I wish to point out, Sir, that there are two heads for expenditure on Railways in our estimates. Demand No. 10, with which we have already dealt, deals with the administration of railways and their working expenses.

Demand No. 51 deals with construction of State Railways, and the items of construction of State Railways are shown in Appendix C. It is in no sense desirable that there should be any restriction on the discussion of railway matters, but I wish to point out, Sir, that the Head No. 51 which we are now discussing is not that relating to the administration of railways but that relating to the expenditure on construction and extension of railways.

**The Honourable the President:** The point of order is valid. The Honourable Member has enjoyed his opportunity. It has taken me some time to go through Appendix C to find out whether he is in order, and I conclude that he is not. I must ask him to address his remarks now to the construction of railways alone.

**Mr. N. M. Joshi:** A point of order, Sir. I should like to know whether purchases of wagons and new carriages are included in this item or not?

**The Honourable the President:** That is not a point of order, but only a request for information. I think the Honourable Member should not interrupt the speech unless there is a real point of order. If the Honourable Member is out of order in raising a question, then he may interrupt him, but to interrupt and ask a question for his own personal information is not provided for by the rules of debate and will not be permitted by the Chair.

**Dr. Nand Lal:** A perusal of the details shows that there is not only the construction of railways, but other items also. Will this House be kind enough to bear with me for a minute and see the remark on the page of Demand No. 51? There is, in a way, a note indicating 'For details see Appendix C', and when I look into Appendix C, I find that there are a good many other things. If I have got a correct copy of Appendix C, then I think I am right in making this submission, that there is not only the construction

of railways, but also Open Line Works, Stores Transactions, etc., because the note under Demand No. 51 indicates that for details we should look into the Appendix C, and Appendix C dilates upon, in any case, alludes to a number of other things, such as rolling stock, paying off the money which we owe to the dealers in England from whom we purchased stock, and the outstanding liabilities . . . .

**The Honourable the President:** Will the Honourable Member show me a specific item which deals with the administration of railways and not the capital cost of construction in various forms.

As I told him, I have given him a very large latitude because it has taken me some time to find out whether he was in order or not. I still give him a chance to prove that he is.

**Dr. Nand Lal:** I think the very heading which I find printed on the title page of State Railways Appendix C also supports me, 'Capital expenditure not charged to revenue in India and in England'.

So, I invite the attention of the Assembly to the miserable condition of the third class passengers. After referring to this, I may make certain admissions before this House, and they are that some railway servants are really very useful, they understand their duty, though some are not useful at all. Therefore my submission is . . . .

**The Honourable the President:** There is nothing under this head which deals with the wages of railway servants.

[Sir George Barnes.]

servants had paid some money in order to get a wagon for the removal of his furniture. I said again, 'You are the man I am looking for', and begged him to come forward and give me particulars, but I failed to persuade him. That is what happens again and again, and if the public would only help the railway administration, we should put an end to this corruption in a very short time. It is the absence of help from the public that enables this corruption to go on, and I do earnestly hope that every Member here will try and help us in this respect. If they will do this, it will be a real service to the railway administration.

The next subject that I have got down in my note of what the Honourable Member said, is the difference of treatment by railway officials of European and Indian travellers. I gathered that the difference of treatment was mainly by Indians and not by Europeans and I gathered also that the Honourable Member suggested that the Indians took their cue from the European Station Masters. Well, I do not believe that that is the case, and in any case, the European Station Masters are exceedingly few in number, nearly all the Station Masters are Indians. But here again, if the Honourable Member would bring any case to our knowledge and tell us of any differential treatment, he would do us a great service. We are very very anxious to put an end to any differential treatment and I hope Honourable Members will help us in this respect as I hope they will in the other case.

Then the last matter touched upon by the Honourable Member was the accommodation for third class passengers. I quite agree, that it is not good. On the other hand, we must remember, that the third class passenger in India is carried at a much lower rate than any passenger, I believe, in any part of the world. He pays very little and he gets very little. I must say, that the Indian third class passenger does not seem to me always anxious to secure his own comfort.

I have noticed sometimes a third class compartment always empty and the compartment next to it absolutely crammed, simply because they preferred to be close together with their friends. That is sometimes the cause of overcrowding. As I pointed out, sometimes the third class accommodation is not sufficient in quantity or quality and we ought to try to improve it and, if possible, without increasing the cost to the third class passenger.

**Mr. A. D. Phokford** : Apart from the loss of my Honourable friend Mr. Majumdar's genial presence here, I am quite sure, that this House must be very sorry that he is not present to explain the reason for the somewhat extraordinary motion which is on the paper in his name, namely, a motion to reduce this demand by 10 crores of rupees. One could not help wondering a little what the working of his mind in this matter exactly was. One could only suppose that he said to himself :

'I am precluded by the rules of the House from suggesting an increase to this Budget amount. Therefore I must put down a decrease and when I come to speak on the subject I shall propose an increase'.

That is the only theory on which a reduction of 10 crores from an already inadequate provision would seem to be justified. That is a point on which, I have no doubt the representative of the Railway Board will be able to enlighten us later and therefore I suggest that it will be a good thing if he can give a definite assurance to this House that this new construction is confined absolutely

to necessary construction, necessary new construction. There is a very strong feeling I know amongst persons connected with commerce and industry, that it is up to the Railway Board to put the existing lines in order before they play about with new schemes. One must comment again on the utterly inadequate provision under this head of 'Railways'. It does not matter whether it is a question of administration or a question of construction. A certain man intimately connected with railway work remarked to me the other day that we people in India must be the most patient people in the world. He said, that if in any other country in the world railway construction had been so grossly neglected, and I am afraid he was bold enough to use the word 'mismanaged,' there would be such a row as would ring from end to end of the country. Well, I think, it is about time that we told the Railway Board that we are nearly at the end of our patience. The war as an excuse is being worked to death. It is now a question of war, but the railways of India were neglected, and grossly neglected, long before the war. I would refer Members to the terms of the Report of the Mackay Committee and ask whether any very serious effort has ever been made to work up to the programme which was indicated there as the minimum for the maintenance of the railways of India in proper condition. We cannot raise the question now of increasing the sum, but I say this merely in the form of a warning that I feel perfectly certain that commerce and industry and I believe the general public also in the interests of general safety and comfort will hammer at this subject until the Railway Board is aroused from its lethargy. Leaving that point, may I, at the risk of being called to order by the Chair, just say one word in reply to the Honourable Sir George Barnes. He asks for the assistance of the general public in putting down abuses and everybody will be in sympathy with that demand. Let me tell him that a good many years ago, when I was in Cawnpore, I did hand up to the General Traffic Manager of the railway a very gross case of attempt at getting money wrongly. The form it took is an indication that there is a good deal of truth in what my friend, Dr. Nand Lal, said. It consisted of a letter from an Assistant Store Keeper of a certain station. The letter ran :

'Dear Sir, overleaf I give particulars of a bill which I have just passed. Kindly remit 2½ per cent. as all others do.'

I handed up that case. I was subjected by the railway to an amount of oppression that was perfectly monstrous. The case was brought on at Monghyr. I was the only responsible man in charge of my firm at the time. I was twice told that I would be committed for contempt of court, unless I appeared in Monghyr. When I complained to the Agent, all he said was that surely I ought to be satisfied, that my conscience ought to be satisfied, with having done the correct thing. Well, the answer, Sir, that I gave him was this and I have been true to the answer that I then gave that nothing on earth will ever persuade me personally to assist a railway in preventing bribery and corruption in the future. It is not a one-sided question at all. The railways do not help either. I am prepared to give full particulars to the Honourable Sir George Barnes of this particular case after this House disperses.

**Mr. A. P. Sinha:** I beg to be informed whether, in devoting money to the construction of railways, only those railways are taken up which are considered important from a military point of view or whether the popular or

[Mr. A. P. Sinha.]

the civil standpoint and the convenience of the people and commerce and such other things are also considered.

**Mr. Amjad Ali:** I wish to say a word or two in reply to the Honourable Sir George Barnes. He said, that two persons came to him with certain complaints, regarding the railway administration, of bribery and that he at once wanted to take steps to bring the wrong-doer to book, but the mode suggested was very difficult. He said to the man who complained, 'You are just the sort of man I have been looking for. You had better bring your evidence and I shall put the man to court'. Well, Sir, I may remind him that now-a-days everybody is aware of sections 181 and 211 of the Indian Penal Code. When a man brings a complaint before a court of justice or before a person in authority and he fails to prove it, he knows well that he will be put on his trial under those sections 181 and 211. Now, Sir, he was pleased to ask him to bring his evidence at once. The man very wisely did not do that, because he knew if he failed to substantiate the charge that he brought, the result would be that he would be hauled up before a Court of Justice for trial. Since if he failed to prove his case, his complaint would be declared false and as a result he would be hauled up before a criminal court.

Sir, it has to be borne in mind that in complaints like this people generally cannot avail themselves of good evidence. Suppose a stranger is treated with incivility by a railway servant. When he goes to the higher authority it is not possible for him to secure good evidence . . . .

**The Honourable the President:** Order, order. If the Honourable Member wishes to discuss the construction of railways, he may. He cannot continue on the topic on which he is at present.

**Mr. Amjad Ali:** With reference to the ruling of the Honourable the President, I simply say that I am saying something in reply to two grievances. I am just going to submit the mode of punishing the wrong-doer.

**The Honourable the President:** I have allowed enough latitude on that subject. I have permitted Dr. Nand Lal to say so much and I had to allow the Government Member a similar latitude, but I can allow it no further.

**Mr. Amjad Ali:** With these words, I beg to take my seat.

**Rai Bahadur Bakshi Sohan Lal:** Sir, so far as the construction of railways is concerned, I may be permitted to point out that there are some schemes of railway extension which are said to be of absolute necessity and which have been promised over and over again by Government and about which I think Sir George Barnes knows better than myself, but no work in connection with them has up to this time been taken in hand. For example's sake I may mention some of them. One of them is the extension of the railway from Pathankote in the Gurdaspur district to Nurpur in Kangra district. Previous promises given about this were many, but in 1914, there was a Camp of the late Lieutenant-Governor, Sir Michael O'Dwyer, at Nurpur and all the people were collected there not only from Nurpur but also from other parts of that district. In that large assembly, the Lieutenant-Governor publicly announced on the 25th of July 1914, more than six years ago, that when he came the next year or the next time to that district, he would come

by railway at least up to Nurpur, though he stated that there was a scheme to extend the railway up to Baijnath in the Palampur tahsil and up to Buklo in the Gurdaspur district. But so far as Nurpur was concerned, the people were led to believe that it would be ready by the next year or at least by the next visit of the Lieutenant-Governor.

There are some other railways of the same nature, one from Mukarian to Talwara in the Hoshiarpur district and a third scheme of railway from Killa Sobha Singh to Lahore *via* Shahdara. There are many other schemes but I have been constrained to bring these to the notice of the Assembly to show, that when a head of the Government makes such announcements and they are not fulfilled, it does not look very nice amongst the people. I think that at least extension of railway to Kangra district is one of these schemes, which is of absolute necessity from all points of view, from the military point of view, from the traffic point of view and from the point of view of the convenience of the people. From every point of view, some of these railways are an absolute necessity and when such large amounts are being proposed for railway construction, there is no reason why some of these railways which have been sanctioned, and for which the surveys have been made, should not be taken in hand.

[At this point, Mr. S. Sinha walked down the gangway in front of the Honourable Member (Rai Bahadur Bakshi Sohan Lal).]

**The Honourable the President:** Order, order. This is a worse case. The Honourable Member must remember the rule about intervening between the Chair and the Member addressing the House.

**Colonel W. D. Waghorn:** Sir, I am rising to reply to a motion dealing with a somewhat different subject to what I had anticipated. What I expected to have to deal with was the question of the reduction of our construction vote by 10 crores of rupees. Before I go into this question I think it will be as well possibly if I explain to the Members of this Assembly that there are two distinct sides of railway accounts—(1) is the revenue for the maintenance and working of our lines and (2) is for the capital expenditure necessary to bring our open lines up to date or for improvements in connection with the working, for additional stock and for new construction. Owing to the very severe restrictions which we have suffered at the hands of the Honourable the Finance Member, we have this year had to cut out all kinds of new construction. Lines which are under construction are in some cases being continued but no new construction is being commenced. Perhaps if I give the main heads of expenditure under this item 51—Capital Expenditure, it will explain the situation. Out of a total amount of Rs. 17,78,11,000, we are spending on open line improvements Rs. 16,59,10,000 and on completion of lines under construction Rs. 1,19,01,000.

Out of this total of Rs. 17,78,11,000 Rs. 8,63,11,000 is required to meet liabilities already incurred in England which must be met in 1921-22. These liabilities represent the cost of rolling-stock and stores which have been ordered and not yet delivered. Of the amount shown under open lines a sum of Rs. 9,67,23,000 is to be expended on rolling-stock, the deficiency of which at present is a matter of great concern to the public and of anxiety to the Railway Board. The balance is to be devoted to works of open line improvement and of the extension of yards, doubling lines, etc., which are



[ Colonel W. D. Waghorn. ]

absolutely necessary in order that railways may be able to make the best use of the stock at their disposal.

Now, in regard to the lines under construction, I may mention the following which gives the total expenditure of Rs. 1,19,01,000 :

	Rs.
The Khyber Railway . . . . .	45,40,000
The Onlajori-Badampahar Railway (Bengal Nagpur) . . .	3,24,000
The Amda-Jamda Railway (Bengal Nagpur) . . . . .	25,00,000
The Bermo-Sawang section of the Bengal Nagpur and East Indian Railways . . . . .	6,00,000
The Dholka-Dhanduka Railway (Bombay, Baroda and Central India) . . . . .	5,00,000
The Kasti Coal Fields Railway (East Indian Railway) . . .	4,37,000

Of these items, the second, third, fourth, fifth and sixth, with the exception of the Dholka-Dhanduka Railway are coal lines.

Then we have the Itarsi-Nagpur Railway which we wish to see completed, 10 lakhs; the Bombay Harbour Branch, overhead connection, Great Indian Peninsula Railway, 10 lakhs; and the Majri-Radhapur Railway, 10 lakhs. This gives us a total of Rs. 1,19,01,000.

My friend, Dr. Nand Lal, took exception to the treatment of passengers and certain other matters connected with the working of the railways. The Honourable Sir George Barnes has already replied to many of these points, but the only matter which I think has any bearing whatsoever on the present estimate is the matter of the urgent necessity of increasing our third-class accommodation. That is very necessary, and that we are endeavouring to do.

Mr. Pickford requires an assurance that additional expenditure is to be incurred only against absolutely necessary new construction. If I say there is no additional expenditure against any new construction, I suppose he will be satisfied. As regards Mr. Pickford's statement about a case of bribery which occurred some years ago, I shall be glad if he will furnish me with a copy of the correspondence and I will have the matter taken up.

Mention was made just now by an Honourable Member in regard to certain branch line extensions. Well, I have already explained that we cannot undertake any extensions. All the money we are getting now is absolutely essential to bring our lines up to date to meet existing traffic, let alone traffic which is coming in future. I fully recognise the shortcomings of the railways, but we certainly shall not be able to improve matters if there is anything in the nature of reduction. The reduction here is in the nature of a vote of censure, but I need hardly say we must have money if we are going to overcome our difficulties.

With these remarks, I beg to oppose the motion.

**Lala Girdhari Lal Agarwala :** With reference to the remarks made by the Member in charge of Railways, I submit that the necessity for the construction of railways should be taken from the point of view of the public and not only of the Department. There are several districts, even district headquarters, in India which are not yet connected by railway. I might, for example, state that in the United Provinces the important district of Bijnor

is not connected by railway, although we have been hearing of a project for a long time past. Similarly, there is another district, the district of Etah, an important district, which suffers from the same disadvantage. So I submit that the necessity for new constructions should be the necessity felt by the public and not by the Department.

Now, with reference to the form of the carriages, I submit, that the Department generally constructs railway carriages according to its own lights and does not take the public view into consideration. For example, I myself have travelled to Calcutta, Bombay, Madras, Lahore, Rangoon and several other places and I have come across railway carriages made of different sorts; in some of these carriages there is convenience, in others there is a good deal of inconvenience. So, I submit, that the Railway Department ought to take a few gentlemen from the public into their confidence in planning railway carriages and in other matters also. If they did that, perhaps they would be able to satisfy the public much better than they do now.

Of course it is useless to repeat what has already been said by Dr. Nand Lal, that the railway administration is not at all a success in the estimation of the public. So I submit, that the Honourable Member in charge of the Department would be well-advised if he were to take into consideration the opinion of the public, in the matter both of the extension of railways and also the construction of carriages.

**Babu J. N. Mukherjee :** Will the Honourable Member in charge tell us what has become of the railway lines that were sent from India to Mesopotamia during the War? Have they been replaced?

**Mr. Harchandrai Vishindas :** And may I supplement the question put by the last speaker by another? What has become of that portion of the Nagpur-Itarsi Railway, the rails of which were picked up and transported across to Mesopotamia?

**Colonel W. D. Waghorn :** I think I have already given replies to these questions in the form of replies to questions already asked. In some cases, at any rate, we have started replacing the lines. In other cases, where we are very short of permanent way, there has been some delay in relaying the lines. We are, however, doing everything we can to get them replaced as soon as possible.

As regards the section of the Itarsi-Nagpur Railway, I am not aware that the rails were actually taken up. Rails which were required for Mesopotamia were possibly removed during the war for more urgent work—not removed from the line itself but from the Mills. They will be replaced as soon as we can get others.

**Mr. S. C. Shahani :** May I also inquire as to what has happened about the rails which were taken from the Hyderabad-Badin line and sent to Mesopotamia?

**Colonel W. D. Waghorn :** The Hyderabad-Badin was one of the lines I had in mind when I replied to the first question. Those rails were taken away, and as soon as rails are available, we intend to relay them. The formation has been made, the ballast has been spread, and everything is ready and only waiting for the rails.

**Khan Bahadur Zahir-ud-Din Ahmed:** Sir, so far as the construction of new Railway lines is concerned, I am for it and not against it. There is a Bengali saying:

‘Nai mā bhālo nā kāmā mā bhālo’,

which means whether no mother is better or a blind mother is better. My answer is, a blind mother is far better than no mother. The part of the country I come from—I am a Manickganj man in the district of Dacca—has no railway. It is easier for me to come to Delhi, 1,000 miles away, than to reach my home from the town of Dacca, the distance not being even 50 miles. If the Railway is an evil, I say, it is a necessary evil and we must have it, hence I am against the motion.

**Mr. P. P. Ginwala:** Sir, the Honourable Member for Government has just given the House a certain number of figures as to how this money is to be spent. I should have been glad to vote double those figures if I were satisfied on one point, and that is a point to which reference has already been made by the Honourable Sir George Barnes and Mr. Pickford. I am in a position to tell the Honourable Member one or two facts which will open his eyes to some extent, I hope. I am referring to the question as to whether the increase in the rolling stock and in the number of wagons is going to put an end to the corruption which exists—especially in the traffic department of most railways. I am only speaking now of one railway, because I happen to know some facts about it which came within my knowledge in the ordinary course of my professional work. I think that if the Honourable Member were to go to Rangoon and ask even some of the biggest firms there, he would be told that there was a system by which regularly every month bills were made out against some of the biggest millers at one rupee per wagon by a section of the traffic department. I have seen some of these bills with my own eyes . . . . .

**The Honourable the President:** Order, Order. That subject was brought an end by the ruling before. The Honourable Member must devote himself to the construction vote.

**Mr. P. P. Ginwala:** Yes, Sir. I was only referring to this question to find out whether an improvement in the rolling stock and wagons would improve the position. If that is not going to be the case, I propose to vote against the item. That is my position. As I was going to tell you we did draw the attention of the railway authorities to this system, and if the Honourable Member wishes to have these papers I shall send them to him in due course, if I have them. But now let me tell you what happened exactly. A person who was very much interested in getting rid of this system wanted to establish in a court of law that the system existed. First of all, he objected to the payment of the sum of Rs. 5,000 odd—I forget the exact amount now—which was charged against his account which was sent to him by the commission agents and millers. By some mistake or other in the office the amount was allowed to be deducted from the account. He then filed a suit for the recovery of this sum which had been deducted on the ground that that sum had not been paid as alleged to the railway authorities. Evidence was given to prove that the sum was actually paid by the manager of this big milling firm; but the court was not satisfied as to whether he did not get this money or some of it himself, and of course we won the case and got a decree for the amount. It went up on appeal and we found that the appellate court did not want to

go into this question. It decided the case on another ground and the appeal was allowed. After that the papers were submitted, if I mistake not, to the Railway Board. Short of evidence which would suffice for conviction in a case of bribery everything had been proved to establish that this custom existed and that the money was paid. Of course I expected that something would be done by the Railway authorities and that this particular railway official would be removed forthwith; but, as a matter of fact, he remained there for over two years more or less and has since retired. The public, therefore, are not to be blamed if they do not go to the Railway Board and if they refuse to give evidence though this man had spent large sums of money in order to establish that this system did exist, nothing came of it. I hope, Sir, that something will be done to mitigate this evil. If you examine the books of almost any big firm, you will find there entries of thousands of rupees to show this money is paid in this way. I myself have seen it entered on books of a very large number of firms.

**Mr. Mahmood Schamnad Sahib Bahadur:** Sir, speaking about the improvement of the existing systems of railway, I beg to say that if we spend money at all on the improvement of these railways that money must be spent usefully. The Honourable Sir George Barnes has said it is not the want of third class carriages that is the cause of overcrowding, but passengers like to sit together and so this happens. He also gave an instance—that he saw in a certain station where there was a compartment fully crowded, the next one was vacant. In many stations . . .

**The Honourable the President:** Order, Order. The Honourable Member did not apparently hear what I said from the Chair. That subject is now ruled out of order.

**Mr. Mahmood Schamnad Sahib Bahadur:** What I want to say, Sir, is, that we should have more superintendents of third class passengers and goods . . .

**The Honourable the President:** The Honourable Member may ask for more third class carriages; he may not ask for more superintendents.

**Mr. Mahmood Schamnad Sahib Bahadur:** If there are more superintendents, there will be less empty third class carriages and there will be no trouble.

**Dr. H. S. Gour:** I move, Sir, that the question be now put.

The motion that the question be put was adopted.

The question :

'That the grant under Railways be reduced by Rs. 1,000'

was negatived.

**Dr. Nand Lal:** May I ask for a division, Sir ?

**The Honourable the President:** The Honourable Member is too late.

The original question :

'That the sum not exceeding Rs. 17,78,11,000 be granted to defray the charges, in respect of ' Railways '.

was then adopted.

**Sir Sydney Crookshank :** Sir, I beg to move :

\* That a sum not exceeding Rs. 3,14,000 be granted to the Governor General in Council to defray the charge which will come in course of payment during the year ending the 31st day of March 1922, for 'Irrigation in the North-West Frontier Province. Irrigation in the North-West Frontier Province on works not charged to revenue.'

The motion was adopted.

**Sir Sydney Crookshank :** Sir, I beg to move :

\* That a sum not exceeding Rs. 1,03,95,000 be granted to the Governor General in Council to defray the charge which will come in course of payment during the year ending the 31st day of March, 1922, for 'Delhi Capital Outlay. Delhi Capital Outlay.'

DELHI CAPITAL OUTLAY.

**Mr. Piyari Lal Misra :** Sir, I beg to move :

'That the demand under head New Capital at Delhi (page 361) be reduced by Rs. 1,25,000.'

I beg to refer the House to this page 361 which shows the salaries and allowances of the officers who are appointed to look after the Delhi works. We find here 1 Chief Engineer, 2 Superintending Engineers, 7 Executive Engineers—here I must request the Member in charge for information on the items to which I shall make special reference. 7 Executive Engineers and 6 Executive Engineers—here I want information from the Honourable Member in charge as to what he means by 7 Executive Engineers in italics and 6 Executive Engineers in ordinary print. We find again 2 Assistant Executive Engineers in italics, and 17 Assistant Executive Engineers and 3 Assistant Engineers in ordinary print. There are thus altogether 38 big officers.

Then we come to Temporary Subordinates : after this you have 2 Architects of Central buildings, and 1 Sanitary Engineer. I believe the latter gentleman is not necessary, for I am informed that the Executive Engineer, 2nd Projects Division, looks after the work of the Sanitary Engineer. Then, we have, in addition to the two Architects mentioned above, one more Architect. Then, again, after these three Architects, we come across one Assistant Architect in italics and one Assistant Architect again in ordinary print, that is, 2 Additional Architects. I should, therefore, like to have some information from the Honourable Member in charge as to why it is necessary to have 4 Architects.

Again, we have 1 Electrical and Mechanical Engineer. I am told that this Electrical and Mechanical Department can be looked after, and is being looked after, if my information is correct, by the Executive Engineer, Central Projects Division, and by another gentleman who holds charge of a third Project Division. Therefore, my submission is, that the post of Electrical and Mechanical Engineer should be done away with.

Proceeding further we come across the miscellaneous appointments, under which head we find Surveyors and Works Assistants and 1 Estate Officer. I wonder what the last mentioned gentleman looks after, and I should like to know the technical qualifications of this gentleman and the duties he is performing. My submission is, that the work for which the Estate Officer is paid Rs. 11,500 a year, can be looked after by some Executive Engineer or even an Assistant Engineer.

Then we have establishments and Health Officer and Sub-Assistant Surgeons and so on.

Then under Conservancy, there is one Superintendent, and I am particularly inquisitive about this officer, for I do not see, at least I have not come across this gentleman so far, and I do not know what duties he is discharging, whether he looks after the comforts and conveniences of the Members resident at Raisina or simply stays somewhere in Raisina.

We have again two heads, Arboriculture and Horticulture, under which there are two Superintendents, one for Arboriculture and one for Horticulture, whose pay aggregates in all to more than Rs. 19,000 per annum. I submit, if my information is correct, that this work is being looked after at present by some Executive Engineer belonging either to the 4th Project Division or some such division, and, therefore, there does not appear to be the slightest necessity for maintaining these two gentlemen at such a heavy expense. So far as I understand the position, and so far as our knowledge of local affairs goes—of course we are altogether new to New Delhi or Raisina—I do not find there is much field for the exercise of duties on the part of these two gentlemen here who are styled as Superintendent of Arboriculture and Superintendent of Horticulture. The Honourable Member in charge, I am sure, is perfectly aware that in ordinary circumstances, the Executive Engineer looks after these two departments, that is, Arboriculture and Horticulture. Therefore, my submission is, that these two posts of Superintendents of Arboriculture and Horticulture should be abolished.

Then, we come, Sir, to travelling allowances amounting to Rs. 1,03,000 per annum. I am also inquisitive about this question of travelling allowance. I do not know whether the officers mentioned above go about travelling throughout Raisina from one end to the other or whether they have to go out of Raisina and out of Delhi in connection with their duties to require travelling allowance to the tune of Rs. 1,03,000 per annum. I shall be obliged if the Honourable Member in charge will enlighten me on this item of travelling allowance, as the total expenditure as shown already amounts to no less than Rs. 11,31,000 per annum.

Now, we have been told that this work has been going on at Raisina for the last 8 years, and multiplying this sum of Rs. 11,31,000 by 8 years it comes to more than Rs. 90 lakhs for the total period of 8 years, and we are perfectly certain, and we know perfectly well from inquiries made from gentlemen in charge of the works at Raisina, that it will not take anything under 8 years, if not 10 years, to complete the works, but assuming that the work goes on for another 8 years, roughly speaking, then this whole top-heavy administration will require another Rs. 90 lakhs. That would amount, roughly speaking again, to Rs. 2 crores in 18 to 20 years, that is, the total period from the commencement till the completion of the work at Raisina for establishment alone. I submit, Sir, this sum of Rs. 2 crores is almost tantamount to the expense of the administration of a small province, and this is really very high. We were complaining yesterday and the day before yesterday that we have in the North-West Frontier Province a top-heavy administration. My complaint to-day is that this new Delhi Province is equally top-heavy, for I should like to know distinctly and very clearly the necessity of maintaining so many officers, Architects after Architects and Engineers after Engineers, whether these gentlemen are kept in Raisina always or whether they have to go out, what duties they

[Mr. Piyari Lal Misra.]

perform, in fact on all these points I should like to have some information. I must make it perfectly clear to the House that I have not the slightest desire to embarrass the Government with regard to the construction of works in New Delhi, and in my opinion, the sooner the works are finished the better. But surely we must ask them to look also to economy and the reasons for the necessity of maintaining so many officers. For if we go on keeping such a large staff unnecessarily, it will mean a heavy burden to the poor tax-payer, and he should be relieved of this burden to a certain extent, at least to the extent I have mentioned here. The amount I propose to reduce is very small, viz., Rs. 1,25,000 from the total provision. I therefore specially appeal to the House to look to this item of expenditure, and I hope the House will support me and support very warmly on this motion.

**Sir Sydney Crookshank:** Sir, if I may be permitted to do so, I should like first to answer to the criticism which has been levelled at the establishment item, namely, Rs. 11,31,400. Now, Sir, the Honourable Member who put forward this motion has been singularly unfortunate in his attack on the establishment charges of the Delhi Province P. W. D. from the shelter of the glass house which he lives in when I inform him that the establishment charges of the province which I understand he represents and which, I may also state, is my own province, namely, the United Provinces, amounts to no less than 19 per cent. on the works charges; whereas the Delhi percentage only amounts to 11·8 per cent. on works charges and is, with the exception of Hyderabad, where nothing is doing, the lowest percentage charges for P. W. D. in the whole of the Indian Empire. Elsewhere, in provinces like Madras, Bombay, Burma and Central Provinces, the establishment percentages amount to 23 per cent. and they are 21 per cent. for Bengal, 18 per cent. for Punjab, 24 per cent. for Bihar, 24½ per cent. for Burma and so on and so forth.

The Honourable Member made reference to the very large number of officers who carry out Public Works duties at Delhi, but I must point out to him that Delhi is not merely the New Capital. As I stated the other day, Delhi comprises the New Capital, the Notified Area, the Provincial Civil Works, the Dehra-Dun Forest Institute and the new Cantonments, and the total expenditure under all these heads being somewhere over Rs. 1,50,00,000 per annum, the establishment which is here detailed is by no means excessive, and, as I pointed out, is really a very reasonable one. The Chief Engineer (shown voted) is an officer who has recently retired and has been re-engaged under an agreement, and we thereby save the whole of his pension charges; so I think the House will admit that that is a good bargain, especially as we have an exceptionally experienced officer in Mr. Keeling.

The Superintending and Executive Engineers which he refers to are some of them voted and some of them not voted. As regards these officers, I may mention, that there are only two circles, whereas, were the work in full progress, as I hope it will be, there should be 4 Superintending Engineers and not two. We are running on a low establishment in that line. Coming to the Executive and Assistant Engineers, these are the officers in charge of divisions and sub-divisions and these numbers also include the usual leave allowances. I can assure the Honourable Member who put forward this

motion that there is no excess at all in the number of divisions and subdivisions; we are working with an absolute bedrock minimum for efficiency.

Similarly, with the subordinates. The subordinates are entertained as and when they are required with the exception of those who are on the regular cadre. A number are temporary and they are only taken on when they are actually required and their appointments come under reduction when there is no longer full work for them to do.

I now come to the two architects of the Central buildings. These two architects are, I think, I may say without saying too much, the leading architects of the day in the whole world. The one, Sir Edwin Lutyens, is the leading architect in England, and the other, Mr. Baker, is a specialist architect whom we got out from South Africa. The other architects to which the Honourable Member refers, three in number, are the junior architects whom we in the Public Works Department employ in carrying out the designs of works which are not entrusted to these two specialist architects. Their duties are to design bungalows and quarters and all the minor buildings which we purposely do not give to the senior architects in order to save the commission fees which would otherwise have to be given.

The Honourable Member then criticised the appointment of the Electrical and Mechanical Engineer. This officer is a very distinguished officer indeed and he is the Electrical and Mechanical Engineer of the Delhi Province. Nearly every other province has an Electrical and Mechanical Engineer and it has been found to be absolutely necessary to have one here in view of the very large electrical and mechanical problems which have to be considered, the big projects which have to be drawn up and the miscellaneous work in that direction which has to be done. I must emphatically state that it would be quite impossible to devolve these duties on the separate electrical and mechanical engineers who are now in charge of divisions under him. You must have a head man, and in Mr. Pitkeathly we have got an exceptionally good head man.

Then, as regards works assistants, these are expert workmen and works foremen we have got out from South Africa and from England to actually supervise the details of the several classes of work of which they are in charge. If any of the Members of this Honourable Assembly have by any chance visited our stoneyard at Raisina (which I may mention for their information is one of the biggest stoneyards or works in the whole world), they may have met the gentleman in charge, Mr. Cairns, and that gentleman looks after all the stone which is produced in that yard, and I may point out that he does it extraordinarily well. The class of work which is done in our yard is, I consider, absolutely unrivalled anywhere in India. While I am on the subject of that stoneyard, it may be of interest to Members to know that that installation is of the very greatest educational value. We get a very large number of stone-masons from the Punjab and Indian States, these men come there and work for 18 months on ordinary daily wage and then leave having learnt their profession, and when they leave that stoneyard they command a very much higher wage than any other stone-mason in the market, so that, from the point of view of technical instruction, it is well worth while keeping up that yard.

I think the Honourable Member criticised the Estate Officer. I dare say, most Members here know what his functions are. He has charge



[ Sir Sydney Crookshank. ]

of all the Government Bungalows, whether they are constructed by Government or hired by Government, and also all the quarters. Incidentally, he has charge of the hostels in which some of the Honourable Members of this Assembly are at present accommodated. The total number of houses in his charge is 179. In addition to that, he has to look after about 274 quarters which are constructed in the European style and some 998 quarters in the orthodox style for the accommodation of Indians. I do not think that any Member of this Assembly will say, that this officer is superfluous in any way. In fact, I may add, that he is extremely hard worked and it is a very thankless and difficult duty which he has to perform in keeping everybody satisfied. Then, I think, the Honourable Member referred to his qualifications. Well, his qualifications are those of an estate officer in England; that is to say, an estate officer to a big property or to a big concern. I do not know, that it requires any specific technical requirements or education, but it requires a great deal of commonsense and *savoir faire* together with general knowledge and tact, and I think, the officer in question carries out his duties very well indeed and to the satisfaction of all concerned.

Coming next to the Health Officer, he is an I. M. S. Officer who is in charge of all the New Capital sanitation and has to see that the conservancy measures are properly carried out, that compounds are kept clean, that roads are properly swept, and so on and so forth. It is a full-time job and I cannot think that it would be possible to do away with the services of this officer without incurring very grave risk indeed of epidemic disease.

The Superintendent under 'Conservancy' would be the man who supervises the conservancy arrangements such as those vessels which pass in the night we sometimes hear and more often smell when they go round their rounds. His duties are very unpleasant and he has a difficult task before him. Obviously we cannot get rid of him.

The next item which was criticised was Agriculture and horticulture and the Superintendents in charge of those duties. These gentlemen are both experts in their particular line. As Honourable Members who have motored round the roads must have noticed, there are still miles and miles of roadside trees which have to be planted and in a large number trees have already been put in and they have to be maintained. Then, there is also the maintenance of grounds and gardens, for example, round the Gardwara and the Jantamanta and down the Central Vista. There is also the reforestation of the Ridge which is being carried out, but unfortunately there is very little being done owing to a lack of water and funds; there is also the work connected with the laying out of the grounds of the houses as they are completed. We cannot construct a house and leave it absolutely bare. It has to have its paths with bricked edges, some hedges and beds entailing an ordinary amount of horticultural outlay and upkeep.

As regards the details of the item of Rs. 1,08,000 for travelling allowances, I had better explain this by saying that they are made up of Motor car allowances, Cycle allowances and various other allowances for the subordinate staff. I cannot give the exact figures in each particular case, but owing to the great distance between Raisina and old Delhi, and the inconvenience and expense to which officers are put in travelling between those places, and the places round about Raisina in the execution of their duties, when as going on inspection visits to cantonments and elsewhere, it was

decided, with the concurrence of the Finance Department when the work was commenced, that certain Motor car allowances should be given to officers in lieu of the ordinary travelling allowances to which they would be entitled under the Civil Service Regulations.

I trust, that the explanation which I have given—perhaps somewhat faultily as the motion went into great detail—will satisfy the Honourable the Mover and also the Members of this Honourable House, that the establishment is not—as I pointed out when I gave percentages—by any means excessive, but, on the other hand, is a very low one compared with the size and importance of the work which is being carried out.

I hope in the circumstances, therefore, that the Honourable the Mover will withdraw his motion.

**Rao Bahadur T. Rangachariar:** Sir, I wish to give expression to what I feel on this matter. We all desire that New Delhi should soon come into existence in a completed state, so that the staff may be better housed and the Members of this Assembly be better housed. It is no use reviving the old question as to what the Government have been doing all these years. The movement began somewhere, about 1911, I believe, and in 1913 they started to commence on New Delhi at Raisina. For seven weary years they have made progress there—progress which I venture to think is not satisfactory, and if the Finance Department is unable to give more money to the Department in charge of the works in order to push on with the buildings which are so urgently required, then I say, there is no use in keeping up this costly establishment; and the costly establishment of specialists who have been imported for specific duties. We have nothing to say against those specialists, their work is of value as will be seen from the plans and designs which they have from time to time placed before us, but if the Government will not lay out the money, we cannot afford to keep them here. Therefore, it is incumbent upon the Finance Department to find the money. The money will be well spent.

I hope no questions will hereafter be raised in this Assembly by my Honourable friends that we must have a change of capital. It is too late. We have embarked upon Delhi and we should stick to it. I therefore implore the Finance Department to find more money to push on with the completion of the New Capital. The money will be well spent, because I have noticed from the buildings already in course of completion that the money has mostly been spent in the country. I noticed that the money has been spent upon materials which have been produced in the country. All this goes to keep up a large number of the population, it finds them work and thus they find comfort. From the plans which have been put before us, I hope to see—at least in my term of office in this Assembly which I believe is three years—the completion of the New Council Chamber at Raisina, and I hope to assist in transacting the business of the country there. But at the rate at which we are progressing, I am afraid, that my hope will not be realised unless the Finance Member is able to give an assurance to this House that he will be able to find the money somehow. If he cannot give us that assurance, I shall be inclined to vote for this motion which will affect the establishment in a manner not altogether desirable. If pressure can be brought upon the Government by threatening to disband the establishment which they have imported, I for one would be sorry. But I only suggest this, because I feel very strongly that the rate of progress which is being made, is something of which we cannot be

[Rao Bahadur T. Rangachariar.]

proud and I am afraid that we must hang down our heads when we are approached in the matter. But it is no use finding more funds than the Department can spend economically. I do not think these 80 lakhs or so which have been provided for works expenditure are adequate for the purpose. You could spend much more ; and if you do spend more year by year it will be a very useful expenditure indeed.

I should also like to say that unless trees grow in abundance in New Delhi, it will not be a habitable place, and I am sorry, my Honourable friend, Mr. Piyari Lal Misra, has objected to them. We are trying to make New Delhi habitable by growing those avenues which we find all along.

And I think it will be easy in three or four years more to grow these trees in abundance and if this water supply is more abundantly secured, 1 P.M. it will be possible for them to grow these trees as fast as you would like. I should like to see those lawns also—beautiful lawns—in another two or three years, so that, if a dust storm comes, we will not be drowned in dust but will be safe. And, therefore, when I say I am in sympathy with the motion for the reduction of the establishment, it is because I feel that more money should be spent on the works that I am in sympathy with this portion. But, on the whole, now that we have brought this defect to the notice of the Government, I hope they will put on more speed in building these new works.

**Mr. R. A. Spence :** Sir, I very cordially support what my Honourable friend, Mr. Rangachariar, has said. I think it is the feeling of this House that the quicker we get on with New Delhi the better, and the cheaper it will be to the nation if we can complete the New Capital of Delhi quickly. I do not pretend to be a financier but I was told by one gentleman, who, I believe, knows something about it, that if the Finance Member were able next year,—I quite know his hands are full this year—to raise a loan, that a loan sufficient to complete Delhi in a very short time could be raised, and at an interest of, I think the figure was 6·435 per cent. free of income-tax an annual charge on the revenues of India of 40 lakhs would wipe out that debt and the interest in forty years. Now, is 40 lakhs a large sum to have to spend every year on this New Capital? The capital is worthy of India. It has been designed on most magnificent lines. The architect is a man of great imagination, I think, and great breadth of view and we have all got to be extremely glad that he has designed the capital on these large lines, and, if we could only go ahead with it and get this Delhi Capital built quickly, we should save a large amount of money, we should save these various expenses which the Honourable Member who moved this reduction has mentioned. And, I do hope, that some means will be taken in this House to let the Finance Member know that it is the wish of this House that the work on New Delhi should be proceeded with very quickly and that, if necessary, a loan should be raised for the purpose.

**Mr. B. H. R. Jatkari :** Sir, the motion which stands in my name covers the same ground, only I suggest a reduction of 3 lakhs instead of 1·25 lakhs. It is rather surprising to find in the statement on page 361 that the usual procedure of giving the comparative figures of the previous year and this year, and also of the staff of officers already engaged and which is to be engaged for next year is not followed. This information is not given in this Table. So far as my information goes, the whole of this staff of Officers is

not yet in employ and some of them are to be engaged for next year. I would say that about 6 executive engineers, one assistant executive engineer, 7 assistant engineers, 2 store-keepers and so on, are yet to be engaged. I would like to know something about this, and should be obliged if the Honourable Member will give us the necessary information. I would put this matter again on a question of principle, Sir. If we refer to page 67 of this explanatory note that has been given to us, it will be found that in the year 1920-21 Rs. 111 lakhs were spent on works expenditure and the amount spent on salaries and supervision was 10 lakhs. For the coming year, it is said there, that 88.69 lakhs of rupees will be spent on works expenditure, and 11.31 will be spent on supervision. Even out of this, the actual amount for construction of the buildings is only 30 lakhs. It is said there, that Rs. 30 lakhs will be applied mainly to works on Government House, the Secretariat, and other buildings. So it comes to this, that for an expenditure of about 11 lakhs on supervision, you will get an output of works and construction of Rs. 30 lakhs. I think there should be some reasonable proportion in the output of the work and the amount spent on supervision. This appears to me to be rather extravagant—to appoint so many officers when the actual work to be constructed is worth only Rs. 30 lakhs,—or even taking it as stated there, Rs. 88 lakhs. As pointed by my friend, Mr. Rungtchurwar, it would have been better if the works were expedited, but until we can obtain more money for more constructive works, I think, we should not engage officers and spend money on supervision. I also join with my friend, Mr. Piyari Lal Misra, in his motion for the reduction of the grant for travelling allowances for this staff.

I move, therefore, that out of this sum of Rs. 11 lakhs, a reduction of three lakhs should be made. This could be done by not increasing the staff or appointing the new officers, or, if these have already been engaged, by dispensing with their services, so that we could engage them after we have found more money for constructive works.

**Mr. N. M. Joshi:** Sir, there is no one who does not want good roads, good water supply, electric lights and lawns and such other conveniences. But, Sir, in ordinary cities, and towns, and in this ordinary world these services are paid for by those who enjoy them. But this New Delhi seems to belong to some other world. Here, it is the Government that pays for everything, pays for roads, pays for trees, pays for lawns, pays for water supply, electricity and what not. Sir, in this Budget there are two items to which I should like to refer specially. One is Rs. 14 lakhs for irrigation and the other is Rs. 14 lakhs for electric lights. I do not know what sort of cultivation we are going to have in this New Delhi—whether sugarcane or something else. Perhaps it may be that this irrigation is intended to supply water to the gardens of the good people that are going to stay in this New Delhi. Then, as regards the electric lights, we have already got an electric plant. We already see electric lights in almost all the roads of New Delhi. I do not know why a sum of Rs. 14 lakhs is necessary in addition to all that has been spent for electric light for this small tract of country.

I would like to make one suggestion, Sir, *viz.*, that this New Delhi should enter now the sphere of the ordinary world, that a Municipality should be formed for the benefit of the residents of New Delhi, and that this Municipality should be administered by the residents of the City so that the charges for services which are required by the residents will be paid by the residents as the residents of other cities pay.

[ Mr. N. M. Joshi. ]

I should like also to make one remark about the establishment. In spite of the explanation that was offered, my feeling is, that the establishment is too large. I cannot imagine what work some of these officers are doing.

**Mr. S. C. Shahani :** Sir, I want to say just a word with regard to this Demand. I am at one with my Honourable friend, Mr. Rangachariar, when he says, that we should go ahead with the construction work and complete it as early as possible. I am not one of those who would look askance at what has been done here and who wants to pretend, that without the convenience of the trees and lawns that are referred to here, life would not be worth living. It is true, that a lawn is required for other purposes. But if we have gone in for laying out New Delhi, it is only in the fitness of things that we should see that our schemes are properly worked out and enforced. I have, however, to say just one word with regard to the trees that are grown here. I am told that two expert Superintendents are in charge of our arboriculture and horticulture, and yet I do not find the trees attaining to any great height. I suppose they have been in existence in some cases for about 8 to 10 years, and yet I find that their growth is very stunted. Perhaps there is something the matter with the soil—the sub-soil is very hard and clayey; perhaps they are not being watered properly; or perhaps they are not being manured or otherwise properly treated. Evidently the expert knowledge of these two Superintendents has not been reflected in the height of these trees.

**Bhai Man Singh :** Sir, reference has been made first of all to the comforts that we require in New Delhi. I am quite at one with my Honourable friend, Mr. Joshi, when he says, everybody on this earth wants comfort. But I would at the same time agree with my Honourable friend, Mr. Joshi, that those who want comforts should have those comforts at their own cost, and a very plausible method has been proposed by Mr. Joshi. I do say, that I am not of course quite insensible to the effects of beauty and devoid of aesthetic sense. I love beauty and I admire natural beauty. But, at the same time, I would say, that we have no right to feed our aesthetic sentiments at the expense of the poor tax-payers of India. And I cannot find any justification whatsoever why we should think that we should be better housed—or to quote the actual words that this Assembly should be better housed—as soon as possible—when we really know that the country is actually starving and suffering not only in the sun, but I would say, that many of them are quite unhoused; and they are not even fed. While representing a country like that, I for one am not prepared to advocate that we should at all try to have comforts very soon or even in the near future or at all if need be. I would like to suffer without all these comforts but would not like to add a single pie, or would like to add the least possible burden on the poor tax-payer of India.

Well, then, there are lawns. Lawns have got their own beauty and it is said, they save us from dust as well. I am not prepared to say, that I cannot do without a lawn or that I cannot do without beautiful trees for one or two or three years more in Delhi. The point in question is not whether the climate of Delhi would require a lawn or would require trees. But the question is, that while we are undergoing a financial crisis, where is the need for having all these so soon and why should we supply money for these demands this very year. The real point before us is, we have spent so much already in the building. Of course, if you do not push them on, we are bound to suffer financially. That is the question when we look at it from a business point

of view. My Honourable friend, Mr. Rangachariar, for whom I have got really very great regard, has suggested that if the Finance Member could provide more funds, he would be willing to vote for the establishment expenses as they are demanded.

**Rao Bahadur T. Rangachariar:** I did not say that. What I said was, that more money should be provided for pushing on with the works.

**Bhai Man Singh:** That is what I say also, that if more money could be provided for the new buildings, then you would vote for them. That is all. I do not think I have said anything wrong.

Well, Sir, we actually see that just at present we have not got enough money to spend more on the New Capital. Then there is absolutely no reason why we should not reduce our present establishment so that they might not be a heavy burden on our finances. There are two alternatives before us. One is, that we should supply more money towards the building of the New Capital and the other is, that if we cannot do that, we should reduce the establishment so that officers whom we have engaged may not have to loiter about and may have sufficient work. I would go further and say, that luxuries like Arboriculture and Horticulture may be very easily postponed for a year or two. I am not against having beautiful lawns but I am against having beautiful lawns at the cost of the poor tax-payer and in these critical circumstances when we are driven to the verge of bankruptcy.

The other question which I would like to put before the House is, that we would like to know how many Indians are employed on these works. There is no reason why a very good share of the appointments should not come to Indians when we have got so many qualified Executive Engineers who have been trained in England on an exactly equal footing to that of many of the European Engineers. -

I shall refer to one more point. So far as I understood my Honourable friend who spoke on behalf of Government—if I understood him correctly—he said that the junior architects are employed in order to design the bungalows and the houses so that Government may not have to pay extra commission for having them designed, perhaps by the superior architects. This leads me to believe, that the superior architects are not only given their salaries but perhaps they are paid an allowance as well for designing. I speak subject to correction. I may have misunderstood my Honourable friend. But that is how I understood him. If this is so, I find no justification for that.

I would draw the attention of the House to one fact more. We find that the New Delhi is being built on a very large scale and in an elegant style, such as poor India cannot afford to have. It is all very well to satisfy our sentiments and say that we have got the very best experts, we have got the best things of this sort and that sort. But are we rich enough to have those first-class things, which would be incomparable with any similar things on the face of earth?

Suppose I am a poor man, and my son comes and tells me :

‘Dear Papa, I want to have a coat which is incomparable with any of the coats used by my class-fellows or school-fellows.’

I would say :

‘My dear boy, I love your sentiments. I do not want to discourage you. But I am too poor to pay for that.’

[Bhai Man Singh.]

I may have a motor car, perhaps as costly as the one that my friend, Mr. Sheshagiri Ayyar or Sir Sivaswamy Aiyer has got, or even a superior one like the one which the Maharajah of Nabha has just purchased and which everybody went to see. People may say that Bhai Man Singh has got a motor car the like of which no other Member has got. But Bhai Man Singh will become bankrupt if he wants to buy a motor car at a cost of Rs. 50,000. You will excuse me for my frankness. We do wish that we should have the best things on the face of the earth. But is India a very rich country that she should have the most beautiful and most elegant things? If not, I would suggest now, or at some other time in this House, that we should examine how far we can, even though we have advanced to a great extent, curtail further designs. Of course, I know, that foundations have been laid, and that the structure has advanced to such an extent that it is not easy to say that we should change all the designs in order to reduce the expense. But it is quite possible that many fruitful results may be achieved if some of us put our heads together with those of the Engineering heads and just try to curtail further the expenses which will be incurred on the New Delhi buildings. I am sure, that the Honourable Members of this House will see the reasonableness of my object, and with these remarks I heartily support the motion put forward by my friend, Mr. Piyari Lal.

**Sir Jamsetjee Jeejeebhoy:** When His Imperial Majesty King George and His August Consort came to India in 1911, they opened a Durbar and made a declaration that Delhi was to be thenceforth the capital of India. There were some murmurings at the time about the suitability of Delhi as the capital of India, but we have all now honoured Their Majesties' Commands and we have become reconciled to the fact that Delhi has got to be the capital of India. With that view, Sir, a programme suitable to the dignity of the Indian Empire was prepared by the Government of India with the idea of making Delhi an Imperial City. Well, Sir, owing to the war that programme has had to be curtailed to a very large extent with the result that unfortunately we find ourselves somewhat in difficulties at the present time.

But, Sir, in spite of the difficulties, I do not think we would be justified in tinkering with the lay out of the capital as intended by our advisers whom we have brought out from England and other parts of the Empire at such great cost and expense. I would, therefore, agree with my Honourable friend, Mr. Rangachariar, and suggest to Government the advisability of their making up their minds as to the amount of money they want to spend on the capital and making a grant outright. This sort of tinkering, I submit, is not economical. It is inadvisable from more than one point of view. We have our standing charges which have to be met, and the longer we spread over our expenses, the more will those standing charges ultimately grow.

My Honourable friend, Mr. Joshi, complained about the lighting of Delhi that it should not be undertaken at the expense of the general tax payer. When you come to think, that it is not the capital of one province but that it is the capital of the whole of India, I think that argument falls to the ground. Besides, Sir, if you will permit a little digression on my part, the lighting at present of the New Delhi is not what it ought to be. I have heard that motor cars have gone off the road into the ditches at the sides of the road. I believe the Police arrangements in Raisina ought to be better looked after. I see policemen at every corner of the streets in old Delhi, but for miles and miles I do not see any policeman in New Delhi.



Another grave complaint I have got to make, if you will permit me, Sir, is, that there is no doctor available in its vicinity. The other day, our Honourable Colleague, Mr. Darcy Lindsay, was suddenly taken ill and I heard that it was two hours before a doctor could be summoned. These are the difficulties under which we labour, and at a time like this, when we think of making Delhi our permanent capital with the idea of ultimately giving up the annual sojourn to Simla, I think no expense should be spared to make Delhi what it is, the Imperial Capital of the greatest Dependency of the British Empire.

**Chaudhuri Shahab-ud-Din:** Sir, when the capital of India was transferred from Calcutta to Delhi this Assembly was not in existence, and perhaps the item to be spent upon the construction of the new capital was not a votable one. The fact we have to face is, that the capital has been transferred, and that now it is our duty to make Delhi what it ought to be. Without money, of course, Delhi cannot become an Imperial or sovereign city as it should. Some gentlemen have suggested that there should be no electricity, that there should be no lawns, and that those who want these luxuries must pay for them. It must have occurred to every one in this Assembly, that if we are required to pay for the electric fans we have got in this room, surely we shall find it rather irksome to pay. A hostel is being constructed for accommodating the Members of this Assembly at Raisina. Are any of the Members prepared to pay for that building? Do the Members expect that the Governor General of India should call upon the British Exchequer to provide money for the construction of his residential house here? It is indeed very easy to argue, that the taxpayer should not suffer. But who should suffer? Are the Members of the Executive Council—Dr. Sapru, Mr. Sarma, Mr. Shafi and others,—expected to build their own houses for their residence here? Delhi is the capital of India and it is India which has to bear the charge of its construction. The construction has been started. We cannot leave it half-way. It has got to be completed, and we should, like true Indians, contribute liberally towards the completion of New Delhi, and see that Delhi becomes a sovereign city in fitness with the position of India in the whole world. It is no use appealing to the feelings of Members and pleading the poverty of India. Well, India may be poor or rich. She has to live, and live on the face of the earth as one of its biggest countries. India is poor to us. Ask Great Britain. Is not India one of the richest countries in the world? Ask other nations. Is not India a rich country? Even assuming for the sake of argument that India is very poor, as she is depicted to be, is it difficult for her to afford a few crores for making Delhi a sovereign city? We should not try to deceive ourselves. We must face the facts boldly. A large amount—several crores—has already been spent and we cannot now leave the Imperial city unfinished. We have to finish it. Therefore, I agree with my Honourable friend, Mr. Rangachariar, that the Finance Member may be requested to find funds so that the larger working expenses might be possible decrease still further. At any rate we should not grudge voting for the demand which we are asked to grant.

**Mr. Eardley Norton:** I confess, Sir, I was extremely surprised to hear my Honourable and, I believe, learned friend, Mr. Man Singh, pose as the apostle of asceticism. It astonished me to hear him say, that he wished to do without all the amenities of civilised life, such as electric lights, fans, lawns, water or those other things which make existence tolerable if not satisfactory.



[ Mr. Eardley Norton. ]

He tells us that he prefers to submit to the accustomed dust and dirt of the places he frequents rather than to the proposed conveniences in Delhi. He says he wishes to suffer. By all means, let him suffer—but suffer alone. I strongly protest against the suggestion that we, who are not ascetics, should be called upon to participate in those sufferings. Most of all am I astonished at this new pose of my Honourable friend because on the division on the exodus of this Assembly to Simla, when I voted for remaining in Delhi and enduring all the privations and unpleasantness of the climate of that city, my Honourable friend voted for the heights, the solitude, the luxuries and the delights of Simla. Though I do not wish to fill up the Honourable Member's cup, I will express the hope that the next time he takes up this position and attacks us as claiming more than our fair share of the amelioration of civilised life, he will choose some other Assembly than this in which to air his views.

I really rose, however, to get some information on this question ; as to what are roughly the terms of the contracts under which the two special architects, for whose work I have nothing but the greatest admiration, are at the present moment working under Government. Are they working for a definite period, or for a period coterminous with the completion of the building ? I should like to know how this sum of Rs. 1,45,000 is divisible between these two officers. I wish to know whether this sum includes their passages backwards and forwards to and from England, whether their passages are included in their salaries, or whether their passages are to be included in the lump sum of Rs. 1,03,000 which, I see, is put down as the sum for travelling allowances. In putting this question, I desire it to be thoroughly understood, that I am not in any way questioning the righteousness of their appointments or of the propriety of the salaries which these gentlemen are drawing. I quite agree with all that has been said in appreciation of Sir Edwin Lutyens. I should be sorry if Mr. Baker did not also receive some public recognition of the admirable work he has been and is still performing.

**Lala Girdharilal Agarwala :** The question before the House may be divided into two parts, temporary measures, such as lawns and so forth, and permanent buildings. Now I submit respectfully, that so far as the temporary measures are concerned, we can cut off the expense and strike out that portion for the present till New Delhi has been built up. So far as the permanent buildings are concerned, I would say that it is necessary either that the work should be postponed till we can get sufficient funds to continue the work and finish it within a year or so or allot more money at present and start the work vigorously. But so far as the works of contractors is concerned, I am sorry to say from my long experience of over 21 years at the Bar, that I have found that at least some engineers, I am sorry to say, are not quite satisfied with their pay. I have seen the accounts of contractors in which I have found regularly ' 5 per cent, 5 per cent, and 2½ per cent. ' which shows that these contractors when there are a lot of officers have to spend much more than what they would have otherwise to spend if they had only to deal with a few officers. Now even in Delhi I have been offered the services of contractors for a building which I intended to construct at a much lower rate than that at which they do work for the Government and this is certainly a very deplorable circumstance. But all I can say is, that it is not necessary to have a topheavy administration of ' the Public Works Department ' or as some people call it ' the public waste

department'. Now I find one instance on page 202 of this big book. There is an item of 'Establishment salaries' and then there is the architect's fee for preparation of the design for the Forest Research Institute, Dehra Dun, Rs. 21,000. Then just above that, we find the cost of that building put at Rs. 4,49,000. Now from calculation it comes to 21 per cent. so that if we have to pay such heavy sums as 21 per cent. merely for designing I fail to understand how it is proposed to make the poor tax payer to pay all this heavy expense. Now in fact the charges for designing and planning should be to some extent proportionate to the actual work done. For these reasons I think that the proposed expenses are too heavy and should be cut down materially.

The Assembly then adjourned for Lunch till Twenty Minutes to Three of the Clock.

The Assembly re-assembled after Lunch at Twenty Minutes to Three of the Clock. The Honourable the President was in the Chair.

**Colonel Sir Sydney Crookshank :** Sir, I propose to confine my remarks at present to the specific points which were raised by the Honourable Members who have joined in this debate so far. I will commence with a reference to the complaint as to the establishment charges which was raised by my Honourable friend, Mr. Jatkar, and I would explain to him that the increase to which he drew attention is owing to the introduction of the Provincial Services and also to certain increases in pay of officers and subordinates which have recently been sanctioned and are now coming into effect.

As regards the general complaint as to the amount of the establishment charges for the Public Works Department of the Delhi Province, I would point out that these are, as far as possible, really *pro rata* with the amount of the grant which is provided after it has been cut down by the Finance Department. It is impossible to make exact reductions because certain officers, especially officers of the specialist class, must be kept on and, if their salaries came under reduction, it would mean that we should lose their services altogether as we should not be able to get them back again. I may mention incidentally that it is extremely difficult to get officers of the very high class attainments which we require for work of the nature which we are undertaking here in connection with the construction of the Imperial Capital of India, because the Provincial Governments are themselves all very short indeed of officers, and are distinctly loath to part with them, and more so to part with their best men. If, therefore, we have to reduce the establishment to a very low minimum, it means that we lose men whom we shall not be able to replace.

The Honourable Mr. Joshi inquired about the irrigation and electric light and power items. I would explain to him that the charge against irrigation is towards the provision of a pumping station for irrigation purposes as opposed to drinking water supply, and this is necessary because we are introducing the water-borne system of sewerage as far as we can, and our present temporary pumping station and arrangements are wholly inadequate to perform the task which is thrown upon them. Consequently, we are unable to extend the installation of water-borne sewerage throughout the New Capital. This is a very necessary expense because lack of suitable flushing

[ Colonel Sir Sydney Crookshank. ]

of drains and of sewers leads to unhealthy conditions and a general state of dissatisfaction.

This unfiltered water supply is also required for the maintenance of the roadside trees which the Honourable Members have themselves seen. Any complaint as to their lack of growth is greatly due to the fact that we have been unable to give them sufficient water.

The electric lighting power item is one in connection with the permanent installation of electric power and light in the new Capital. At present we are running on temporary arrangements which are insufficient to give any more house or road lighting, and also insufficient for us to proceed satisfactorily with the construction works and drive the many electric power plants which are required in connection with the work. As the case now stands, we are using poles, ordinary ballies in order to take our high tension wires, and this is not only very dangerous in itself but is also highly unsatisfactory. We propose, under this item, to replace those ballies by armoured poles and to lay the permanent lines together with the sub-stations for the distribution of light and power throughout the area.

Then, Sir, my friend Mr. Shahani inquired why trees had not made better progress. I have just now stated that the chief reason for this is that we have not got sufficient water to give them the supply required to promote more rapid growth. But, at the same time, I would point out to the Honourable Member that these avenues are only of 5 or 6 years growth at the outside, and they cannot be expected to be much stronger and bigger than they are now. The system we have adopted there is to plant temporary trees, that is to say, quick growing trees alternately with the slower growing trees which will eventually be the avenues of the main roads of the Capital.

My friend Mr. Bhai Man Singh inquired if the two architects were given salaries,—at least I gathered that was what he wanted to know. I may state, for his information, that they do not get salaries in the same terms as the three architects who are employed by the Public Works Department, but they do get subsistence allowances while they are out in India. He also inquired as to the proportion of Europeans to Indians. I have not been able to go into this in full detail, but I gather that there is not really very much difference between the members. On the Engineering side we have 18 Indian and some 22 Europeans . . . .

**Bhai Man Singh :** I mean in the higher posts.

**Colonel Sir Sydney Crookshank :** That is to say, these are officers—executive engineers and assistant engineers. There are at present only two Superintending Engineers and one Chief Engineer, and these three officers are Europeans. Four Assistant Engineers and 14 temporary Engineers are Indians. Rai Bahadur Bishen Singh is in Divisional charge. In the Public Works Department we aim at a proportion of 50 per cent. of Indians, and we shall endeavour to maintain that average here, but of course it may vary from time to time. Incidentally I may point out to him and to this House that any reduction of this establishment grant will fall very heavily on the Indians themselves, as they are for the most part under the vote of the House, the appointment in italics being non-votable.

My Honourable friend, Sir Jamsetjee Jeejeebhoy, complained that there were insufficient police, the lighting was insufficient and the arrangements for

medical attendance defective. These are matters which I can assure him will be referred to the Chief Commissioner of this Province.

Then my learned friend Mr. Eardley Norton inquired into the forms of contract which were in force with the two head architects, that is to say, Sir Edwyn Lutyens and Mr. Baker. These two gentlemen are under covenant with the Secretary of State on terms which were below pre-war rates at the time, and are now very much below those sanctioned and accepted by the Royal Institution of British Architects. The terms as such are very favourable to Government, but I may mention here that the architects are really suffering a great hardship under this covenant, as they are bound down to their original contract, whereas the rates in England have all gone up. This is however a matter which has been referred to His Majesty's Secretary of State. Additional to percentage commission, the architects get special fees while they are out in India, in the shape of a subsistence allowance to keep them going out here, and they also get their passages to India and back every year. Those are the terms . . . . .

**Rai G. C. Nag Bahadur :** Can you mention the amount of the allowance received by these architects while they are in India?

**Colonel Sir Sydney Crookshank :** So far as I can say and I am speaking from memory, it is ten guineas a day. They do not get any salary at all. What they make is entirely on the fees according to whether they are levied on engineering or non-engineering services, the latter being paid at a lower rate to the former. The travelling allowance to which I have referred, that is to say, the cost of their journey in and out from England once a year, is not a charge against that item of Rs. 1,45,000, at page 361, but is a charge against the general item 'Travelling Allowance' Rs. 1,03,000.

Now, my friend, Mr. Agarwala, made a reference to the Forest Research Institute, for which we are asking and for which this House has given us Rs. 4,49,000 in this Budget, and he points out that the incidence of Rs. 21,000 given at page 202 appears to be altogether disproportionate.

I would mention, however, for his information that the whole cost of the Forest Institute at Dehra Dun is not, as I presume he thinks, 3 P.M. Rs. 4,49,000, but will probably be somewhere in the neighbourhood of Rs. 60 lakhs. It is a very big scheme indeed, and we are only on the fringe of it so far; so that the architect's fee of Rs. 21,000 does not bear any relation to the item Rs. 4,49,000.

Sir, if I have the permission of the Chair and the indulgence of this House, perhaps it will assist Honourable Members to frame their opinions on this very big subject if I give them a rough review of the position generally. I may state that I enter on this very important subject with a considerable degree of trepidation. In fact I feel in the somewhat unpleasant predicament of a dog which, while one small boy is offering him a dainty morsel of meat, another small boy is tying an empty can to its tail; that is to say, that whilst, on the one hand, my kindly and humorous friend, Mr. Majumdar, recommended to this House that the grant for the ensuing year for the new Delhi Capital should be raised by Rs. 10,00,000, which motion was of course disallowed, and while several other members of this House are, I think, of the opinion that the best way of dealing with the problem we have before us here is to spend more money year by year and get on and get in, on the other hand, a number of members have raised motions for reduction. I would point

[ Colónel Sir Sydney Crookshank. ]

out to those members, that a reduction of the present grant which we are asking for really falls on the numerous poor workers who are employed in the construction of the various buildings and roads in the Capital. We have very heavy commitments for engines, pipes, bricks, stones, timber, etc., which we are bound to fulfil. So that the wage bill—and we are employing somewhere in the region of 15,000 workmen per diem on these works—will have to bear the first charge of any reduction on any grant which is decided upon by this Honourable Assembly. That is to say, if for example Mr. Kamat's reduction of Rs. 25 lakhs be decided upon by the Assembly, nearly the whole of that amount, or at any rate fully Rs. 20 lakhs of it, will fall on these unfortunate workers. These are men from the Delhi province, Sikh carpenters and other workmen from the Punjab, masons and other labourers and mistries from the United Provinces; and these are the men who will mainly suffer by a reduction, because we will have to close down the work on the central buildings on which we are employing a very large number of men.

The position as regards the actual expenditure on the new Capital is as follows:—I will not give you the details year by year from 1911 to 1921; but the amount, including the expenditure likely to be incurred this year, to Rs. 4,80,45,732. Now this is against a sanctioned estimate of Rs. 9,17,04,300. But owing to the fact that the work has been protracted, that rates and prices have increased abnormally as a result of the war, that many other new items have been introduced, such, for example, as the hostels in which Honourable Members are accommodated, the revised estimate which we have now in course of preparation amounts to Rs. 12,91,80,000; so that, supposing we take the expenditure up to date at Rs. 5 crores, we have still to incur an expenditure of Rs. 8 crores in order to complete our capital. Now, at the rate of rupees one crore a year, that is, at the rate we are asking the Assembly to give us this year on account of the financial stringency, we cannot obviously finish the work under about 8 years; but if, as I hope and as I understand the sense of the House rather indicates, we speed up construction, it is to be expected that we should complete the work in, say, five years' time.

In this item of Rs. 13 crores which goes to make up the total expected expenditure on the whole of the Capital in order to make it fit for the Government of India to go into possession, we have specifically entered an item of Rs. 73½ lakhs for the construction of the new Legislative Councils Block. This block comprises the Legislative Assembly, the Council of State and a small section for the Chamber of Princes. This section for the Chamber of Princes comes to about Rs. 5 lakhs out of the total of Rs. 73½ lakhs. In the centre of this Circular group of Chambers, as I dare say some of you will have noticed from the designs which have been exhibited, there is a large domed lobby which will provide the library which, I think, my learned friend Mr. Eardley Norton expressed so keen a desire for. This central lobby will also be available as a common meeting ground for prince, senator and commoner, and also for joint meetings of the Houses, the reception of addresses from the Throne and for such like general purposes of an important nature. We have only included an item of Rs. 30,000 in our next year's grant for this particular block, the chief reason being that the financial stringency to which I have referred before does not permit of our entering upon this very large work in a more business-like manner.

The present position of the work, I may say, is that in general the foundations of this great city, the foundation of which was laid by His Majesty King George and subsequently cemented in this Chamber by His Royal Highness the Duke of Connaught, who also recently laid the foundation-stone of the Legislative Chambers of the future in the New Capital, have been laid out and the superstructure is in hand. The position is roughly that the Government House work is nearly one-third finished; the Secretariat blocks somewhere about two-fifths, and the residential buildings about three-fifths finished. We have still some 52 officers' bungalows, 73 European style quarters and 16 orthodox quarters to construct before we shall have finished the present programme of construction of residential buildings, which in itself is only about four-fifths of the total required. So we have still a very large building programme ahead of us before we can accommodate the whole of the Government of India satisfactorily and comfortably at Raisina.

As regards the roads, as Honourable Members will have seen for themselves, we have constructed practically all the main roads and now have to carry on the construction of service roads and maintain those roads which have been constructed. Where we are behindhand is in engineering services, and that is where we ought to make a special effort to push on in order that we shall have our electric light and power, sewerage and drainage and water supplies on a thoroughly satisfactory basis.

I hope what I have explained, and I have stated it very briefly, will give this Honourable assemblage some idea of the position. It amounts to this, that, if we shut down the works on this Imperial Capital now, we will add yet ruin to the many ruins of this ancient city of Delhi. If, on the other hand, we only carry on with a low annual expenditure—and one crore of rupees is, I would inform this House, distinctly low for a work of this magnitude—it will be a counsel of despair. Every member will realise that there is something approaching an economic speed in most things, that is to say, for steamers, locomotives, motor-cars, works or anything else. The economic speed of the construction of the New Capital is not at the rate of expenditure of Rs. 100 lakhs per annum, still less is it at the rate of Rs. 75 lakhs per annum. The economic speed should be more like 150 lakhs and better still 200 lakhs per annum. Lastly, one must realise, and I do not think I need point this out to this Honourable assemblage, that, raised from the glories of the departed cities of the great Moghul Emperors of the past, and based on this Imperial enclave as the place of birth of the free democratic institutions which the reformed Government has now introduced, we have to look forward to the day when, as I hope, and I am sure, this House will see it in the same light, we have for our imperial capital an Empire city which is worthy of this great land of India. We shall have, I hope, Legislative Chambers, Secretariat and other buildings which are equal to and worthy of the dignity which this Assembly and the other Chamber demand. In fact, we shall, I hope, raise an Imperial city which will be the equal of any of those of the other countries of the world, which will be the admiration of all, and which will truly represent the position of the Indian Empire as the head partner of the greatest Empire which the world has ever seen, the British Empire on which the sun never sets.

**Mr. M. K. Reddiyar :** May I ask the Government, Sir, to say if the work of construction of New Delhi is done departmentally by Government or is done by any private firm of Engineers?

**Colonel Sir Sydney Crookshank:** As far as possible the work is carried out by contract, but of late owing to the very great increase of rates and wages and in the cost of materials, we have had very great difficulty in getting any contractors to take up our contracts. Consequently a good deal of our work has had to be done by daily labour, and I may mention that the construction of the hostels in which the Honourable Members are now accommodated is being done by daily labour, and could not possibly have been done under contract within the time and cost.

**Mr. Sambanda Mudaliar:** May I know if the provision appearing on page 362 under head "Sanitation," *viz.*, Rs. 6,81,000, is a recurring grant or is it only for this year?

**Colonel Sir Sydney Crookshank:** That item refers to drinking water supply and not to the Irrigation water supply which I explained previously. It is not the total amount of the cost of the water supply. It is a portion of the whole amount which we hope to spend next year in laying a permanent water supply for the city.

**Mr. Harchandrai Vishindas:** May I inquire how much has been spent on the hostel in which we are accommodated, and what will be the total cost up to the end?

**Colonel Sir Sydney Crookshank:** I regret to say that I cannot give the Honourable Member exact information on the amount spent on the hostel, but the total expenditure on the two hostels will be about Rs. 13 lakhs, which sum may eventually come to about Rs. 13½ lakhs, including fittings, furniture, etc.

**Lieut.-Colonel H. A. J. Gidney:** Sir, I shall not weary this House by entering into the merits or demerits of Delhi as the capital city of India. This we must relegate to the archives of the past. I stand to-day not only as one who does not support this retrenchment, but as one who desires to emphasise the necessity, as has been suggested by the previous speakers, of expediting the work of New Delhi. I heartily endorse every word that has been uttered by Mr. Eardley Norton, Mr. Spence, Sir Jamsetjee Jeejeebhoy and others. This piece-meal construction of New Delhi seems to me a method which has nothing to commend itself, but has much to condemn it. If we go on at this rate annually spending only a few lakhs, or as Sir Sydney Crookshank has just told us that he has allotted only Rs. 30,000 for the new Legislative Assembly buildings, we shall not only be deprived of the pleasure of sitting in the Assembly, but we shall, as the years roll on, have to allot funds to preserve our ruins as well as to erect our new buildings. In other words, ours is and will be a 'ruinous' policy, and I am sure that by the time the New Delhi is completed and is fit to be called the capital city of India, many of us will be fertilising the trees that have been recently planted there and whose slow growth has been questioned to-day in this House. For these reasons, Sir, and especially after my appetite and desire have been whetted by the beautiful pictures seen to-day in the adjoining room, I for one would support the previous speakers in saying that we should push on with the erection of our New Capital. The pity is that it has been so long delayed. The greater pity is that a loan was not raised at a time when money was obtainable at a much lower rate of interest. But, even with the money market as it is to-day, I submit that a loan should be raised exclusively for the completion of new Delhi. This House, I feel sure, would be interested to know from the



Honourable Sir Sydney Crookshank which, in the long run, would be more expensive :—The speedy construction of our new Capital as suggested by us, or the present piece-meal method extending, as it will, over many many years, during which period an expensive staff will have to be entertained, not omitting to mention the inconveniences and hardships, at present, felt by them as also the annoyance and discomfort we members have to endure motoring for miles over dusty roads. I feel sure the former would be the cheaper, and with our New Capital finished the pleasures of long dusty motor drives would be then experienced by the Honourable Government Members.

As far as Mr. Joshi's contention is concerned, *i.e.*, 'expense on the lighting,' I think Mr. Joshi himself was very considerably inconvenienced the other night when he found we had no light to continue our meeting at Raisina. Sir Sydney Crookshank has just said, it would be better to annually spend about Rs. 2 crores. This, Sir, I submit, would take another 5 years, at the end of which period not one of the present members of the Assembly here would have had the pleasure of sitting in our new Assembly rooms. But in the expediting of the construction of New Delhi I wish to add one note of warning, *viz.*, that efficiency of work should not be sacrificed.

In dissociating myself from this demand for a retrenchment, I support very heartily the previous speakers that we should expedite the work, and if the House is in favour of it, that we should raise a distinct and separate loan specially to build the New Capital. This, I submit, Sir, is due to the Assembly from Government.

**Mr. Jamnadas Dwarkadas :** I move, Sir, that the question be now put.

**The Honourable the President :** The question is that the question be now put.

The motion was adopted.

**The Honourable the President :** The question is :

'That the demand under head 'New Capital at Delhi' be reduced by Rs. 1,25,000.'

The motion was negatived.

**Mr. Sarfaraz Hussain Khan :** Sir, the motion . . . .

*Certain Members :* Withdraw. Withdraw. Withdraw.

**Mr. Sarfaraz Hussain Khan :** If the House does not accept my motion ; that is a different thing altogether.

The motion that I have to move runs thus :

'That the provision for New Works for Delhi Capital outlay be reduced by Rs. 5,05,600.'

I have worked the total in the following manner :

Rs.
24,000 Minor Works.
36,000 Parks and Gardens.
50,000 Minor Works.
2,00,000 Preparation for sites.
1,95,600 Minor Works.
<u>5,05,600</u>



[ Mr. Sarfaraz Hussain Khan. ]

If the Honourable Members will kindly look at page 362, they will find that I have not touched the items which are in respect of works in progress.

Even regarding the items under the head 'New Works,' such as the 'Government House,' 'electric light and power,' 'irrigation,' 'sanitation,' etc., which I thought might arrest the progress of work during the year, I did not propose any deduction.

After these few remarks, I do not wish to take up any more time of this Assembly, and I leave the matter to the decision of the Honourable Members.

The motion was negatived.

**The Honourable the President :** The question is :

'That a sum not exceeding Rs. 1,03,95,000 be granted to the Governor General in Council to defray the charge which will come in course of payment during the year ending the 31st March 1922, in respect of 'Delhi Capital Outlay.'

The motion was adopted.

**The Honourable Mr. W. M. Hailey :** Sir, I beg to move :

'That a sum not exceeding one crore of rupees be granted to the Governor General in Council under a new Demand, No. 53-A. to defray the charge which will come in course of payment during the year ending the 31st March 1922, for capital outlay on the 'Indian Telegraph Department' not charged to revenue.'

In making this motion, Sir, I wish to explain very briefly to the House my reasons for putting it forward. In the original Demand under Head No. 12, a sum of 210 lakhs was provided for capital expenditure (that is, *pro forma* capital expenditure charged to Revenue) on the Posts and Telegraphs Department (page 58). Of that sum of 210 lakhs, 12½ lakhs were provided for the Indo-European Telegraphs, leaving 197½ lakhs for the Indian Telegraph Department. When we discussed this matter before, Mr. Samarth raised the question whether the whole of this expenditure, being really of a capital nature, should rightly be debited to Revenue. We ourselves, after examining the case, found that though there was a good deal of expenditure in that 197½ lakhs which was of an unproductive type, yet there was a considerable amount such as that on wires and telegraph installations, which we could justifiably put down to capital.

I therefore accepted on behalf of Government, and the House accepted on its own behalf, a motion that a sum of one crore of rupees should be transferred from the Revenue to the Capital head. I need not say, Sir, that the effect of this is that the deficit is reduced by one crore; the deficit is, of course, a revenue deficit. Capital expenditure forms no part of it, and the purport of my Resolution is this—in the shortest words—that this one crore of expenditure should be removed from the Revenue side to the Capital side and therefore be met from loan funds. To that extent, Sir, therefore, my present motion is only of a formal nature, intended to give effect to an amendment already accepted by the House itself; the House will remember that the exact terms of that amendment were that one crore of rupees (it was one crore 10 lakhs in Mr. Samarth's original Resolution) should be transferred to the capital account. I therefore, Sir, beg to make this motion.

**Mr. N. M. Samarth:** Sir, I had tabled a motion to the effect that the whole of this new Demand be rejected. My object in doing so was to elicit from Government what I considered was the effect of the vote that was passed at my instance the other day on Demand No. 12 on Posts and Telegraphs. The result of that vote had been misinterpreted to my disadvantage in certain quarters outside this House,—in a certain section of the press. And I thought it necessary, when this new Demand came for the approval of the House, that I should have an opportunity of eliciting from Government that their view of the matter was the same as I pressed upon their attention the other day, namely, that as the result of my criticism the deficit was reduced by one crore. Nothing that this new Demand now asks the House to do is going to alter that fact,—I wanted to make it clear to this House and to everybody outside this House that this is the real nature and effect of this new Demand, and I am glad the Honourable the Finance Member has put the matter plainly before this House. Sir, as my object has thus been served, I do not now press the motion.

**The Honourable the President:** The question is that the demand be granted.

**Rao Bahadur T. Rangachariar:** Sir, may I ask, with your permission, whether this crore cannot be diverted to New Delhi?

**Dr. H. S. Gour:** Sir, may I ask a supplementary question whether, in view of this saving, the Honourable the Finance Member would not remit the increase of postal charges on letters and postcards?

**The Honourable the President:** That is hardly a question. That is a controversy.

**The Honourable the President:** The question is:

'That a sum not exceeding one crore of rupees be granted to the Governor General in Council under a new Demand No. 53-A. to defray the charge which will come in course of payment during the year ending the 31st March 1923, for capital outlay on the 'Indian Telegraph Department' not charged to revenue.'

The motion for demand was adopted.

*Disbursements under Debt, Deposit and Remittance Heads.*

**The Honourable Mr. W. M. Hailey:** Sir, with your permission I will make this motion. (The President had called on Colonel W. D. Waghorn.)

Sir, I beg to move:

'That a sum not exceeding Rs. 18,71,000 be granted to the Governor General in Council to defray the charge which will come in course of payment during the year ending the 31st day of March 1922 in respect of expenditure from funds deposited by 'Railway Companies'.'

I may, perhaps, explain to the House, Sir, that by an error the details of this have fallen out in printing, page 363, but this is purely a deficit operation and I do not think the House will require any additional information on the subject from me.

The motion was adopted.

[Mr. W. M. Hailey.]

**The Honourable Mr. W. M. Hailey:** Sir, I beg to move:

Discharge of Permanent Debt. 'That a sum not exceeding Rs. 2,18,07,000 be granted to the Governor General in Council to defray the charge which will come in course of payment during the year ending the 31st day of March 1922 in respect of 'Discharge of Permanent Debt'.'

The motion was adopted.

**The Honourable Mr. W. M. Hailey:** Sir, I beg to move:

Discharge of Temporary Debt. 'That a sum not exceeding Rs. 153,98,29,000 be granted to the Governor General in Council to defray the charge which will come in course of payment during the year ending the 31st day of March 1922 in respect of 'Discharge of Temporary Debt'.'

The motion was adopted.

**The Honourable Mr. W. M. Hailey:** Sir, I beg to move:

Discharge of Unfunded Debt. 'That a sum not exceeding Rs. 21,56,98,000 be granted to the Governor General in Council to defray the charge which will come in course of payment during the year ending the 31st day of March 1922 in respect of 'Discharge of Unfunded Debt'.'

The motion was adopted.

**The Honourable Mr. W. M. Hailey:** Sir, I beg to move:

Deposits and Interest-free Advances. 'That a sum not exceeding Rs. 109,83,18,000 be granted to the Governor General in Council to defray the charge which will come in course of payment during the year ending the 31st day of March 1922 in respect of 'Deposits and Interest-free Advances'.'

The motion was adopted.

**The Honourable Mr. W. M. Hailey:** Sir, I beg to move:

Loans and Advances bearing Interest. 'That a sum not exceeding Rs. 2,15,48,000 be granted to the Governor General in Council to defray the charge which will come in course of payment during the year ending the 31st day of March 1922 in respect of 'Loans and Advances bearing Interest'.'

**Mr. B. Venkatapatiraju:** Sir, knowing, as I do, that the House is anxious to close this Budget discussion, I do not propose to take up much of your time. But I find it my duty to place before you and before the Government what I feel about certain matters which can only be discussed under this head. My point is whether sufficient provision has been made this year for carrying on the new irrigation projects. We have provided nearly Rs. 17 crores for the extension of Railways. Nobody grudges it, and if we had more money, we would have offered more. And I should have been glad if an equal amount or any large amount was provided for new irrigation projects also. We know that Irrigation is now a 'transferred' subject, and therefore the cost should, in the first instance, be borne by the Provincial Governments. But we find from the various reports in the papers that the Provincial Governments have no adequate sums for carrying on important projects. We know there are many projects which require expenditure to the extent of Rs. 60 crores which are necessary in the interests of the country.

And out of the small sum of Rs. 19,750,000 provided under this head I do not know what amount is provided for irrigation projects to be given to the Provinces. There is this difficulty. It may be the fault of the Provincial Governments that they have not asked for more funds in order to defray the cost of construction of irrigation works, or if they did ask the Central Government and the latter refused to allow them any larger amounts, I say the fault lies with this Government. If we know where we are, if we think that there is neglect on the part of the Local Governments to carry on the works, we can bring pressure through our local legislatures upon the Local Governments concerned to put forth their claims in order to get more funds, either by themselves borrowing with the permission of this Government or asking this Government to give them an additional amount to carry on their projects. If the Local Governments have already applied and this Government have not granted them the sums, then it is our duty to press upon the attention of this Government that more funds should be made available for that purpose, because, though we are anxious that railways should be extended, we are equally anxious to promote irrigation, knowing as we do that this country depends entirely upon agriculture, and the Government themselves in several of their reports admit that agriculture and the growth of agriculture mainly depends upon irrigation, and irrigation can only be provided by providing adequate funds.

So far as the Madras Presidency is concerned, we have our Cauvery project, our Kistna Reservoir project, the Tungabadra project, the Periyar project costing some crores. Also in Sindh we have a project, and we have in other provinces equally important projects. I may mention :

The Sing Sagar Doab Canal costing 8 crores,

The Sukkur barrage project 11 crores,

The Bhakra Denschen project 11 crores,

The Cauvery Reservoir project 4 crores,

The Sarda Canal project 8 crores,

The Sutlej Valley project 5 crores,

and various other projects which are absolutely essential. With reference to this matter, my appeal is that if the Local Governments are not sufficiently alive to this, the Central Government should make it their duty to press upon the attention of the Local Governments not only the need for bringing these new projects into existence but of carrying them out at an early date, if possible, and, if necessary, the Central Government should be in a position to offer them the necessary funds in order to carry out these projects. Unless these things are done, India will never prosper.

**The Honourable Mr. W. M. Hailey:** Sir, I must begin by congratulating the House that Madras does not, at all events, agree with some of the Bengal representatives on a subject which I myself at all events have very much at heart, namely, the promotion of irrigation. Now, Sir, I am going to proceed by evading, if I may be rude enough to do so, a direct answer to this question, and I am going instead to ask the Honourable Member himself one question, and another Honourable gentleman sitting in this House, though

[Mr. W. M. Hailey.]

not a member of it, another. I am going to ask Mr. Raja if he knows of any case where we have refused funds for an irrigation project in which he is interested, or have refused a loan for these purposes to any Local Government. And I am going to ask the Honourable Mr. Sarma who is sitting here, and who is in charge of the Irrigation Department, to tell the House whether I have exhibited in respect of irrigation that horrible habit of restricting, or of denying the necessary expenditure which I have perhaps not without justice been alleged to have practised in regard to other departments?

**The Honourable Mr. B. N. Sarma:** I wish that the Honourable Mr. Hailey had addressed to me a similar question when the point was the provision of money for capital expenditure in Delhi. With regard to the expenditure on irrigation, the Department over which I have the honour to preside have approved of various projects and recommended them to the Secretary of State for sanction, and some of them have been sanctioned. We have addressed the Local Governments on the subject and asked them as to what they intend to do by way of financing those projects.

We have not yet heard from the Local Governments as to whether they mean to borrow the money themselves or ask the Government of India's help in that respect. I am not aware that any Local Government has approached, through the Public Works Department or the Revenue and Agriculture Department, for any assistance from the Government of India in this direction, or that the Finance Department has refused it. Speaking about Madras to which the Honourable Member refers the only important project which is ripe for execution is the Tanjore Project or the Mettur Project, but owing unfortunately to disputes between the Mysore Government and the Madras Government, it has not been possible to push on with that project, and we are expecting every day some amicable solution of the matter, so that funds may be provided either by the Madras Government or the Government of India for the construction of that project in the near future. I think, therefore, it will be to the advantage of Honourable members to see that this matter is agitated in the Provincial legislatures and if any assistance of the Government of India is required, I feel sure that the Government of India would not withhold it from them, wherever it may be possible to grant it.

#### LOAN FOR THE MADRAS CORPORATION.

**Rao Bahadur T. Rangachariar:** I beg to ask whether the Government of Madras applied to the Government of India for any loan on behalf of the Corporation of Madras. The Corporation of Madras is in a very bad plight in the matter of financing their costly water works and drainage schemes, and they have no ready market for raising a loan. The most recent information I had was that they could not raise a loan at less than 7 per cent., and I ask whether it would be wise for the Government to allow such loans to be raised in the market on behalf of local bodies when the Government can help them. It is this high rate of interest that stands in the way of the Government themselves raising loans, and I would therefore suggest to the Government of India to help the Madras Government with a loan for the use of the Madras Corporation. The Madras Corporation cannot carry out the scheme which they have in hand. The works are partly completed and

it will be a very necessary help. It will help the Corporation and it will help the Government of India also in having a good market for raising its loans.

#### SUKKUR BARRAGE SCHEME AND CANAL.

**Mr. S. C. Shahani:** I rise to inquire what has been done in regard to the Sukkur Barrage Scheme? It has been hanging fire for a very long time. I suppose every one in this House would like to know whether or not the Provincial Government has approached the Imperial Government for funds, and whether or not the Provincial Government have found it possible to provide funds for this scheme themselves. It is my duty to state here, and I have no doubt that the Government and the House will be sorry to hear it, that I or other cultivators on the Jamrao Canal have not been able to do any *rabi* at all this year. The cultivators will on this account find it very difficult to live; and I am afraid crime will be stimulated to a very great extent.

It is being said that it is a very difficult thing to improve the water supply in the Jamrao Canal, but I have always felt that if the requisite funds were available, even I could put it right in a short time, layman as I am, by regulating it throughout; and, if necessary, giving it a new head. I trust the Imperial Government will stimulate those who are responsible for the administration of the Jamrao Canal to do the needful soon. It is true that the supply of water in the Jamrao Canal has dwindled; and only a few hundred cusecs flow into it. But is not that due to the head silting up every year? But is that not due to the canal being unregulated some miles below the head? The Government this year will go without a very large revenue. I think it will be in the interest of Government to find funds for a new head for the Jamrao Canal.

Hitherto, the Government revenue has been sufficiently well protected. Whether the cultivator is able to raise a good crop or not the assessment is duly paid. But this year the Executive Engineers very kindly announced in time that there would be no water available for the *rabi* cultivation, and on that account no *rabi* cultivation was done. I would implore those who are in power to take up the question soon.

**Colonel Sir Sydney Crookshank:** Sir, I can assure the Honourable Member that the whole question of irrigation in Sindh has not only received the very careful attention of the Bombay Government, but also that of the Government of India.

The position as regards the Sukkur Barrage Project, to which he specifically refers, is that the project has gone Home to the Secretary of State under a despatch, which was followed up by a private letter from His Excellency the Viceroy to His Majesty's Secretary of State in which he asked the latter to do everything in his power to expedite sanction. I think, therefore, that the Honourable Member may be assured that the position is a satisfactory one.

If I may digress for one brief moment, I should like to give the Members of this House a few figures which I have just got out in connection with State irrigation returns for the year 1919-20. I think they will be of considerable interest to the House in illustrating the position which India occupies as the first and foremost country in irrigation in the whole world. The area irrigated by State canals in that year was 29,144,864 acres. The

[Colonel Sir Sydney Crookshank.]

capital outlay has been 58 crores, the gross revenue Rs. 8,10,00,000, the working expenses, etc., Rs. 2,42,00,000; the net revenue is Rs. 5,68,00,000 giving a return of 9½ per cent. The crop value on this acreage amounted to no less than 1,73,63,00,000 of rupees.

**Babu K. C. Neogy :** May I inquire, Sir, as to whether the amount of Rs. 50,00,000 shown against the Bengal Government is for the Grand Trunk Canal Project, and the rate of interest at which this amount will be available to the Local Government?

**The Honourable Mr. W. M. Hailey :** Two or three inquiries have been addressed to me, which, I think, I am in a position to answer, assuming, as I do, that the House will be fully satisfied with regard to the remainder of their questions after what they have heard from the Honourable Mr. Sarma and Sir Sydney Crookshank.

Mr. Rangachariar asked me whether the Madras Government had applied for a loan for the Madras Corporation. Speaking from memory, I do not think, Sir, that they have specifically applied to us for a loan for the Corporation. I think they referred to us lately the question of the Port Trust, but they have asked us to help them with a loan from our own resources in aid of their Provincial loan funds, and it is possible that they themselves contemplate a direct loan from their Provincial loan funds to the Madras Corporation. At the same time, I think that we here would welcome any attempt on the part of Madras so to work up local patriotism as to provide themselves with loan funds, following in that respect the example that has lately been set to them by Bombay. My answer, therefore, to that particular question, Sir, is that, so far, we have not yet received a direct representation with regard to the Madras Corporation.

Mr. Neogy asked whether there was any provision in these 50 lakhs for Bengal for the Grand Trunk Canal Project.

The Bengal Government asked us to sanction a loan of one crore during the year 1921-22 for various schemes, including the Grand Trunk Canal Project and upon the Damodar Canal Project. We have entered 50 lakhs as a loan to that Government, as we considered that it would probably be about the amount which could be usefully spent during the year.

Now, Sir, I hope I have persuaded the House that, though in regard to other classes of expenditure, my Department does perhaps represent what the poet Milton described as 'the blind Fury with its abhorred sheares', yet this is not true in respect of irrigation. I can assure the House that it would be only under the stress of dire necessity that we should deny to Local Governments loans they may require for carrying out such projects. We not only recognise that the promotion of irrigation projects is a primary necessity in an agricultural country such as India, but we are sufficiently wise also to recognise that irrigation returns us a very handsome direct and indirect income.

**The Honourable the President :** The question is :

'That a sum not exceeding Rs. 2,15,43,000 be granted to the Governor General in Council to defray the charge which will come in course of payment during the year ending the 31st day of March 1922 in respect of 'Loans and Advances bearing interest'.'

The motion was adopted.

**The Honourable Mr. W. M. Hailey :** Sir, I beg to move :

‘ That a sum not exceeding Rs. 2,25,00,85,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the course of the year ending the 31st of March 1922 in respect of ‘ Remittances ’.

**Rao Bahadur T. Rangachariar :** Sir, I beg to move :

‘ That the provision for War Office Transactions (page 365) be reduced by one rupee.’

Sir, the Honourable the Finance Member assured us the other day that the ‘ touchables ’ were more numerous than I thought. I then went through the volume and came upon this page, which offered a very great temptation. Here was a sum of Rs. 2,25,00,00,000 to be voted by us. What a grand thing, I thought to myself. I went over the items bit by bit, one by one. I did not understand what they were about. What is the meaning of our voting this Rs. 2,25,00,00,000 ? Now, being afraid to put my foot where perhaps I may be dragged too deep, I made this modest suggestion that the amount should be reduced by one rupee. Here I said was some military expenditure which comes readily to hand, and I therefore put my hand on the War Office transactions. I am afraid I do not understand these transactions. We are only told War Office Transactions Rs. 21,00,00,000, but we are not told what they are about. Whether they are mere advances made to the War Office to be recovered hereafter from the Home Treasury, or whether in the shape of a present to the War Office, or whether it is part of military expenditure to be incurred by this country on behalf of the Indian Army, I could not make out.

So that in drawing the attention of this Assembly to this item, I wanted to make quite sure whether this Assembly could bring this sort of indirect pressure to bear upon the military authorities to reduce their expenditure. Here is an item which comes readily to our hand. And we can take hold of the military hand which leads us astray. But having regard to the nature of the times, and having regard to the appeal made by His Excellency the Commander-in-Chief the other day, I did not dare to ask for more than rupee 1 reduction; for I know the Honourable the Finance Member will round it off by adding another rupee, so that no harm will really be done and we would have expressed our opinion that the military expenditure is growing too fast. I therefore, Sir, move my proposition.

**Mr. A. V. V. Aiyar :** Sir, taking the first item of Rs. 21 crores War Office transactions to which the Honourable Member has referred, I may say that it represents entirely advances made for expenditure in India and in Mesopotamia on behalf of the British Exchequer. Every pie of this expenditure is recovered from His Majesty's Government in London at current rates of exchange; and these recoveries are of very great advantage to us at the present moment, as they provide the Secretary of State with part of the sterling resources which he will require for meeting expenditure in England on behalf of the Government of India.

To take another instance, Inland Money Orders, this represents payments made by post offices throughout the country on account of money orders issued. I need not say that there is a corresponding entry on the receipt side for receipts from money orders issued.

The rest of the entries appearing in this account are merely book-keeping entries. I am sure the House will not expect me to explain them in detail here; but if any Honourable Member requires any explanation I am quite ready to give it to him.



**Rao Bahadur T. Rangachariar :** I do not press my motion, Sir.

**Babu K. C. Neogy :** I can assure the House that it will not break my heart if the extravagant reduction suggested by my Honourable friend be not effected. I want some information, Sir, from our friend, Mr. Aiyar. A few days ago I put some questions with regard to the expenditure which was being incurred in this country on account of some prosecutions which were undertaken at the instance of the Munitions Board. Well, it was stated that the expenditure in one case, the United Provinces case, was debited to His Majesty's Government; but that the expenditure in the Bengal cases is being borne by the Government of India 'for the time being'. I wanted information as to the head under which this expenditure 'for the time being' may be shown; but unfortunately the Honourable Member who replied to my question was unable to supply the information. I now take this opportunity of asking my friend, Mr. Aiyar, whether the War Office transactions have got anything to do with this amount. My object is this, I want an assurance from Government that this expenditure will be ultimately debited to His Majesty's Government.

**Mr. A. V. V. Aiyar :** Sir, I think it is almost certain that the portion of the expenditure which is borne by His Majesty's Government appears under this particular Head. I am not so sure about the portion which is being borne temporarily by us. Probably the case is that it is being met by the Local Government in the first instance, and we will probably hear about it soon. The Local Government may ask us to pay it or adjust it in some way or other. We will know more about it later, but I have no information about it at present.

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

**The Honourable the President :** The question is :

'That a sum not exceeding Rs. 2,25,00,85,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the course of the year ending the 31st of March 1922 in respect of 'Remittances'.'

The motion was adopted.

**The Honourable Mr. W. M. Hailey :** Sir, I beg to move :

'That a sum not exceeding Rs. 1,17,85,07,000 be granted to the Governor General in Council to defray the charge which will come in course of payment for the year ending the 31st of March 1922 in respect of 'Home Transactions'.'

The motion was adopted.

**The Honourable the President :** This House now stands adjourned till 11 A.M. to-morrow morning.

The Assembly then adjourned till Thursday, the 17th March 1921.