

27th August 1937

**THE  
LEGISLATIVE ASSEMBLY DEBATES**

**Official Report)**

---

**Volume IV, 1937**

*(23rd August to 1st September, 1937)*

---

**SIXTH SESSION  
OF THE  
FIFTH LEGISLATIVE ASSEMBLY,  
1937**



**PUBLISHED BY THE MANAGER OF PUBLICATIONS, DELHI.  
PRINTED BY THE MANAGER, GOVERNMENT OF INDIA PRESS, SIMLA.  
1938.**

**L458LAD**

# Legislative Assembly.

*President :*

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

*Deputy President :*

MR. AKHIL CHANDRA DATTA, M.L.A.

*Panel of Chairmen :*

SIR MUHAMMAD YAKUB, M.L.A.

MR. S. SATYAMURTI, M.L.A.

SIR LESLIE HUDSON, M.L.A.

SIR COWASJI JEHANGIR, BART., K.C.I.E., O.B.E., M.L.A.

*Secretary :*

MIAN MUHAMMAD RAFI, BAR.-AT-LAW.

*Assistants of the Secretary :*

MR. M. N. KAUL, BAR.-AT-LAW.

RAI BAHADUR D. DUTT.

*Marshal :*

CAPTAIN HAJI SARDAR NUR AHMAD KHAN, M.C., I.O.M., I.A.

*Committee on Petitions :*

MR. AKHIL CHANDRA DATTA, \*M.L.A., *Chairman.*

SIR LESLIE HUDSON, M.L.A.

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

MR. M. GHASUDDIN, M.L.A.

MR. MATHURADAS VISSANJI, M.L.A.

## CONTENTS.

VOLUM IV.—23rd August to 1st September, 1937.

	PAGES.		PAGES.
<b>MONDAY, 23RD AUGUST, 1937,—</b>		<b>MONDAY 23RD AUGUST, 1937,—contd.</b>	
Members Sworn . . . . .	1—3	Panel of Chairmen . . . . .	89
Starred Questions and Answers . . . . .	3—40	Governor General's assent to Bills . . . . .	89—90
Short Notice Questions and Answers . . . . .	40—50	Agreement between the Reserve Bank of India and the Governments of Madras, the Punjab, Sind, Assam and the United Provinces . . . . .	90—109
Statements laid on the Table . . . . .	50—85	Forms of forced labour in the provinces . . . . .	106—61
Motions for Adjournment re—		Net earnings of certain newly-constructed railway lines . . . . .	161—66
Banning of the Kothapatam School of Economics and Political Science—Disallowed by the Governor General . . . . .	85	Presentation of the Report of the Public Accounts Committee for 1935-1936 . . . . .	167—365
Feelings of Indian Muslims on the Palestine question—Disallowed by the Governor General . . . . .	85—86	The Indian Companies (Amendment) Bill—Introduced . . . . .	365
Non-export of Indian sugar abroad except to Burma—Not moved . . . . .	86	The Rules and Regulations Continuance Bill—Introduced . . . . .	366
Government policy in respect of the tribes on the North-West Frontier of India—Disallowed by the Governor General . . . . .	86	The Federal Court Bill—Introduced . . . . .	366
Misrepresentation of India's feelings and aspirations at the Imperial Conference - Disallowed by the Governor General . . . . .	88	The Petroleum (Berar Extension) Bill—Introduced . . . . .	366
Protection of the interests of Indians in South Africa—Not moved . . . . .	86—89	The Indian Railways (Amendment) Bill—Introduced . . . . .	366
Indian interests at Zanzibar—Negatived . . . . .	89, 385—408	The Import of Drugs Bill—Introduced . . . . .	367
		The Workmen's Compensation (Amendment) Bill—Introduced . . . . .	367

	PAGES.
<b>MONDAY, 23RD AUGUST, 1937,—concl'd.</b>	
The Indian Naturalization (Amendment) Bill—Introduced . . . . .	367
The Manœuvres Field Firing and Artillery Practice Bill—Appointment of certain Members to the Select Committee .	367—68
Election of a Member to the Indian Research Fund Association . . . . .	368
Resolution <i>re</i> Amendments to the Indian Legislative Rules—Discussion not concluded . . . . .	368—85
<b>TUESDAY, 24TH AUGUST, 1937—</b>	
Member Sworn . . . . .	409
Starred Questions and Answers . . . . .	409—42
Unstarred Questions and Answers . . . . .	442—45
Motions for Adjournment <i>re</i> —	
Perpetuation of the Ottawa Agreement—Not moved . . . . .	445
Reorganisation of the Imperial Secretariat—Disallowed by the Governor General . . . . .	445—46
Train disaster near Dinapore Station—Not moved . . . . .	446
Amendment of Indian Legislative Assembly Rules—Adopted . . . . .	446, 475—92
Resolution <i>re</i> Amendments to the Indian Legislative Rules—Adopted as amended . . . . .	446—53
The Trade Disputes (Amendment) Bill—Discussion on the motion to refer to Select Committee not concluded . . . . .	453—75
<b>WEDNESDAY, 25TH AUGUST 1937,—</b>	
Starred Questions and Answers . . . . .	493—524

	PAGES.
<b>WEDNESDAY, 25TH AUGUST, 1937,—concl'd.</b>	
Unstarred Questions and Answers . . . . .	524—28
Motions for Adjournment <i>re</i> —	
Creation of the post of Deputy Secretary in the Legislative Assembly Department—Withdrawn . . . . .	528
Indo-British Trade Negotiations—Withdrawn . . . . .	528
Extravagance in military operations—Disallowed by the Governor General . . . . .	528
Recommendations of the Wedgwood Committee's Report—Not moved . . . . .	528—29
Mr. Mudie's enquiry report into the Bengal Nagpur Railway affairs—Not moved . . . . .	529
Frontier policy of Government—Disallowed by the Governor General . . . . .	529
Position of Indians in Zanzibar—Barred . . . . .	529
Hunger-strike of political prisoners in the Andamans—Adopted . . . . .	529—30, 559—77.
The Insurance Bill—Presentation of the Report of the Select Committee . . . . .	530
Statement <i>re</i> new procedure regarding questions . . . . .	530—31
The Trade Disputes (Amendment) Bill—Referred to Select Committee . . . . .	531—42
The Indian Companies (Amendment) Bill—Referred to Select Committee . . . . .	542—44
The Petroleum (Berar Extension) Bill—Passed . . . . .	544

	PAGES.		PAGES.
<b>WEDNESDAY, 25TH AUGUST, 1937,—concl'd.</b>		<b>FRIDAY, 27TH AUGUST, 1937,—</b>	
The Rules and Regulations Continuance Bill—Passed	545—58	Starred Questions and Answers . . . . .	645—76
The Federal Court Bill— Discussion on the motion to consider not conclud- ed . . . . .	558	Unstarred Questions and Answers . . . . .	676—79
<b>THURSDAY, 26TH AUGUST, 1937,—</b>		Statements laid on the Table . . . . .	679—84
Starred Questions and Answers . . . . .	579—604	Election of a Member to the Governing Body of the Indian Research Fund Association . . . . .	694
Unstarred Questions and Answers . . . . .	604—08	The Indian Securities (Am- endment) Bill—Intro- duced . . . . .	694
Motions for Adjournment <i>re—</i>		The Dangerous Drugs (Am- endment) Bill—Intro- duced . . . . .	694—95
Hunger-strike of the An- damans political pri- soners—Barred . . . . .	608	The Indian Patents and Designs (Amendment) Bill—Introduced . . . . .	695
Change in the prospectus of the Training Ship "Dufferin"—Ruled out of order . . . . .	608—11	The Indian Mines (Amend- ment) Bill—Introduced . . . . .	695
Inadequate representa- tion of Mussalmans in certain Provincial Cabinets—Disallowed by the Governor Gen- eral . . . . .	611	Motion <i>re</i> Report of the Indian Railway Enquiry Committee . . . . .	695—738
Mr. Mudie's enquiry re- port into the Bengal Nagpur Railway affairs—Ruled out of order . . . . .	611—16	<b>MONDAY, 30TH AUGUST, 1937,—</b>	
Operations on the North- West Frontier—Dis- allowed by the Gov- ernor General . . . . .	616—17	Member Sworn . . . . .	739
Paucity of Muslim Mi- nisters in certain Pro- vinces—Disallowed by the Governor General . . . . .	616—17	Starred Questions and Answers . . . . .	739—69
Report of the Royal Com- mission on Palestine— Disallowed by the Gov- ernor General . . . . .	617	Unstarred Questions and Answers . . . . .	769—71
The Federal Court Bill— Passed . . . . .	617—28	Motions for Adjournment <i>re—</i>	
The Indian Naturalization (Amendment) Bill— Circulated . . . . .	628—43	Military aid to Burma— Disallowed by the Governor General . . . . .	771—72
		Andamans hunger-strike —Not moved . . . . .	772
		Committee on Petitions . . . . .	772
		Agreements between the Reserve Bank of India and the Governments of Bihar, Orissa and the Central Provinces and Berar, and the Supple- mental Agreement with the Imperial Bank of India . . . . .	772—85

	PAGES.		PAGES.
<b>MONDAY, 30TH AUGUST, 1937,—<i>contd.</i></b>		<b>WEDNESDAY, 1ST SEPTEMBER, 1937,—<i>contd.</i></b>	
The Insurance Bill—Discussion on the motion to consider not concluded	785—827	Starred Questions and Answers	911—41
<b>TUESDAY, 31ST AUGUST, 1937,—</b>		Statements laid on the Table	941—42
Member Sworn	829	Statement <i>re</i> treatment of questions addressed to wrong Departments	942—44
Starred Questions and Answers	829—61	Motion for Adjournment <i>re</i> Negotiations between the Government of India and the Princes in respect of Federation—Disallowed by the Governor General.	944, 960
Postponed Question and Answer	862	The Moslem Personal Law ( <i>Shariat</i> ) Application Bill—Presentation of the Report of the Select Committee	944
Unstarred Questions and Answers	862—64	The Insurance Bill—Discussion on the motion to consider not concluded	944—60, 961—81.
Short Notice Questions and Answers	865—66		
The Insurance Bill—Discussion on the motion to consider not concluded	867—910		
<b>WEDNESDAY, 1ST SEPTEMBER, 1937,—</b>			
Member Sworn	911		

# LEGISLATIVE ASSEMBLY.

Friday, 27th August, 1937.

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

## STARRED QUESTIONS AND ANSWERS.

### (a) ORAL ANSWERS.

#### AVAILABILITY OF THE INDIAN ARMY FOR THE DEFENCE OF BURMA.

139. \***Mr. T. S. Avinashilingam Chettiar** : Will the Defence Secretary state :

(a) whether there is any understanding or agreement with Burma that the Indian Army will be available for the defence of Burma ; and

(b) what are the full terms of the agreement ?

**Mr. C. M. G. Ogilvie** : Since any aggression against Burma would naturally concern India very closely it is necessary that in any emergency we should be prepared to send military assistance from India, provided the situation as regards India and her frontiers rendered such assistance possible. An agreement to this end has been reached, the details of which it is not in the public interest to disclose.

**Mr. T. S. Avinashilingam Chettiar** : May I know when this agreement was reached ?

**Mr. C. M. G. Ogilvie** : I cannot give the exact date ; quite recently.

**Mr. T. S. Avinashilingam Chettiar** : As it has been agreed that Indian troops will be sent to protect Burma, may I know whether Burma has been asked to contribute anything towards the military cost of India ?

**Mr. C. M. G. Ogilvie** : The exact details of the arrangement I cannot disclose.

**Mr. T. S. Avinashilingam Chettiar** : I do not want the exact details. I want to know whether in view of this agreement to send Indian troops to Burma it has also been agreed that Burma should contribute anything towards India's military expenditure ?

**Mr. C. M. G. Ogilvie** : As far as I am aware, Burma does not contribute in cash.

**Mr. B. Das :** Is that not another form of subsidy to the Burma Government by giving them military help while Burma only takes the burden of one crore of rupees of its military expenditure ?

**Mr. C. M. G. Ogilvie :** I should like to have notice of that question.

**Mr. S. Satyamurti :** May I know the reasons why the Government of India have let off the Government of Burma from the obligation to contribute to India's military expenditure ?

**Mr. C. M. G. Ogilvie :** I shall require notice of that question.

**Pandit Lakshmi Kanta Maitra :** When this agreement was arrived at between the Government of India and the Government of Burma, did the Government of India place the case of the Indian Government before them that they should be called upon to contribute a portion of the expenses of the Indian army in return for military assistance ?

**Mr. C. M. G. Ogilvie :** I should like to have notice of that question.

**Mr. M. Asaf Ali :** In view of the fact that Burma has now been separated from India, who is going to bear the expenses of the defence of the North-Eastern Frontier ?

**Mr. C. M. G. Ogilvie :** Burma will be liable for her own local defence.

**Mr. M. Asaf Ali :** Will they pay for the Watch and Ward and the Constabulary as well ?

**Mr. C. M. G. Ogilvie :** As far as I know, certainly.

**Mr. Mohan Lal Saksena :** Has there been any reduction in the strength of the British army in India on account of this agreement ?

**Mr. C. M. G. Ogilvie :** No, Sir.

**Qazi Muhammad Ahmad Kazmi :** Who was the representative of India in these negotiations with the Government of Burma ?

**Mr. C. M. G. Ogilvie :** I shall require notice of that question.

**Mr. S. Satyamurti :** Does this agreement contemplate the Indian Government sending troops to Burma only in the event of war, or does it contemplate sending troops even for internal security or small skirmishes on the frontiers of Burma ?

**Mr. C. M. G. Ogilvie :** It contemplates sending military assistance from India in an emergency. What type of emergency will necessitate that I am afraid I cannot at present forecast.

**Mr. S. Satyamurti :** Does the emergency contemplate the maintenance of internal security in Burma ?

**Mr. C. M. G. Ogilvie :** I cannot answer without notice.

**Mr. S. Satyamurti :** Sir, the question is about the agreement itself, and he must be prepared to answer questions about the full terms of the agreement.

**Mr. President (The Honourable Sir Abdur Rahim) :** I have said on several occasions before, and there is no use repeating it so often, that if an Honourable Member of Government is not in a position to give any further information than he has given the Chair cannot compel him to do so.



**Mr. K. Santhanam** : If these Indian regiments are sent to Burma, will the rule about Great Britain bearing the cost when Indian regiments are sent outside hold good here also ?

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

**INDIANS AND EUROPEANS IN THE HIGHER GRADES OF THE HOME DEPARTMENT.**

140. **\*Mr. T. S. Avinashilingam Chettiar** : Will the Home Member state :

- (a) the number of Indians and Europeans in the higher grades of the Home Department in the years 1935-36 and 1936-37 ;
- (b) whether any additions have been made in the ranks of the higher grade officers ;
- (c) if so, what are the reasons for these additional hands being entertained ; and
- (d) whether the Standing Finance Committee was consulted in the matter ?

**Mr. B. F. Mudie** : (a) In 1935-36, six European officers and three Indian officers and in 1936-37, two Indians and seven Europeans served for varying periods in higher grades of the Home Department.

(b) During the years mentioned in part (a), the number of higher grade officers in the Home Department was seven except for a few months in 1936, when the number was six.

- (c) Does not arise.
- (d) No.

**DISASTER TO THE GERMAN EXPEDITION TO NANGA PARBAT.**

141. **\*Mr. Sri Prakasa** : (a) Will the Foreign Secretary state the exact facts regarding the disaster to the German Expedition to Nanga Parbat ?

(b) Did the members of this expedition before starting apply to Government for permission to go on the said expedition ?

(c) Did Government give the required permission and what, if any, was the assistance offered by Government to this expedition ?

(d) Is it not a fact that some expeditions to Nanga Parbat in the past have also met with similar disaster ?

(e) Do Government propose to consider the desirability of refusing to allow further expeditions unless assured that such expeditions are likely to fulfil some scientific purpose and are not merely in the nature of adventure, and also that every reasonable precaution is taken for the safety of the persons concerned ?

**Lieut.-Colonel A. E. B. Parsons** : (a) Government have nothing to add to the reports published in the Press.

(b) Yes.

(c) Yes. Usual facilities, e.g., Customs exemption on the expedition's equipment were granted.

(d) Yes.

(e) Such expeditions are, and will continue to be, sanctioned after careful consideration of all the circumstances, including the climbers' mountaineering experience and ability. Government deny the implication that such expeditions serve no scientific purpose and that all reasonable precautions were not taken in the present case.

**Mr. Sri Prakasa :** With reference to the answer to part (e), may I know if Government make sure not only of the capacity of these adventurers from abroad to face the rigours of the mountains, but also the capacity of the Indian labourers and assistants that they take with them ?

**Lieut.-Colonel A. E. B. Parsons :** Yes, Sir.

**Mr. Sri Prakasa :** May I know what exact tests were applied to the labourers that went with the last expedition, and what compensations, if any, have been given to the families of those that were killed in this expedition ?

**Lieut.-Colonel A. E. B. Parsons :** These labourers, I believe, are selected through the various mountaineering societies and organisations and are of a very high standard of ability.

**Mr. Sri Prakasa :** Are the labourers of a very high standard of ability or are their choosers persons of such great ability ?

**Lieut.-Colonel A. E. B. Parsons :** Both, Sir. I cannot, I am afraid, answer whether any compensation has been given or is proposed to be given to the people who lost their lives ; but I think, as a rule, these expeditions always do so.

**Mr. N. M. Joshi :** May I ask whether the Government of India will consider the advisability of applying the Workmen's Compensation Act to these hazardous undertakings ?

**Lieut.-Colonel A. E. B. Parsons :** No, Sir.

**Mr. N. M. Joshi :** May I ask, why ?

**Lieut.-Colonel A. E. B. Parsons :** Because they do not think it necessary.

**Mr. N. M. Joshi :** May I ask whether the Government of India did ever consider this question ?

(No reply.)

#### SITUATION ON THE FRONTIER.

142. **\*Mr. Sri Prakasa :** Will the Foreign Secretary state what is the exact situation on the Frontier ; and what has been the total cost up-to-date of the recent operations and the approximate loss of lives of (i) Indians, (ii) Frontier people ; and (iii) Europeans ?

**Mr. C. M. G. Ogilvie :** As regards situation on the Frontier and the cost of recent operations, I would refer the Honourable Member to the

reply I gave to starred question No. 40 on the 24th instant. The number of killed between 17th February, 1937, and 17th August, 1937, is as follows :

- (i) Indians .. 148 (civilian 10 military 138).
- (ii) Frontier tribesmen 689 These figures are an estimate only.
- (iii) Europeans .. 31.

**Mr. Sri Prakasa :** Does not the Honourable Member think that the proportion of Europeans killed is exceedingly inadequate ?

**Mr. Abdul Qaiyum :** The Honourable Member has referred to the answer he gave on the last occasion. May I know if any peace terms have been offered, since the last question was answered, to the tribes ?

**Mr. President (The Honourable Sir Abdur Rahim) :** There is nothing about peace terms in the question.

**Mr. Abdul Qaiyum :** What is the exact situation in the Frontier today ?

**Mr. C. M. G. Ogilvie :** I refer the Honourable Member to the answer I gave on the 24th of August, 1937. I can do no more than that. If he wishes it, I can read it again.

**Mr. President (The Honourable Sir Abdur Rahim) :** It is not necessary.

**Mr. Abdul Qaiyum :** Since then some peace terms have been offered to the tribes ?

**Mr. President (The Honourable Sir Abdur Rahim) :** After the 24th of this month ?

**Mr. Abdul Qaiyum :** Yes, Sir, because the information supplied on the last occasion is not quite upto date.

**Mr. C. M. G. Ogilvie :** I do not think, Sir, the question of peace terms arises out of this question. The actual situation on the Frontier may have been modified after the announcement of the peace terms, but I am not in a position to say whether it has or not.

**Mr. M. Asaf Ali :** Sir, it is not a question of peace terms only. I should like to know what is the exact situation today ?

**Mr. President (The Honourable Sir Abdur Rahim) :** Has the Honourable Member read the answer ?

**Mr. C. M. G. Ogilvie :** As far as I know, it is exactly the same as it was on the 24th of August.

**Mr. M. Asaf Ali :** Has the situation changed on the Frontier since the Honourable Member gave his last answer ?

**Mr. C. M. G. Ogilvie :** As I have repeatedly said, to the best of my belief, it has not.

**Mr. Lalchand Navalrai :** Can the Honourable Member tell me whether bombing operations have ceased or they are still in force ; if they have not ceased, when will they cease ?

**Mr. C. M. G. Ogilvie :** I shall require notice of the latter part of the Honourable Member's question. As regards the first part of it, as far as I know, no bombing operations are now in progress. I cannot

add to the answer which I have already given on the 24th of August, 1937.

**Mr. M. Asaf Ali :** Is the Honourable Member aware that the Government have issued a communiqué since he gave his answer on the 24th August ? Is he prepared to say that the communiqué represents the exact situation today, or it does not ?

**Mr. C. M. G. Ogilvie :** I am unable to say whether any alteration has occurred today.

**Mr. M. Asaf Ali :** I merely wanted to know whether the communiqué issue by the Government since that answer was given on the 24th August, 1937, is a correct representation of the exact situation on the Frontier today or not ?

**Mr. C. M. G. Ogilvie :** I should like to know what communiqué the Honourable Member is referring to.

**Mr. M. Asaf Ali :** It is not for me to say that. It is for the Honourable Member to say whether he is aware of it or not.

**Mr. C. M. G. Ogilvie :** I do not know what communiqué the Honourable Member is referring to.

**Mr. Mohan Lal Saksena :** Has any communiqué been issued since the Honourable Member gave his answer on the 24th August, 1937 ?

**Mr. C. M. G. Ogilvie :** I do not know.

**Mr. M. Asaf Ali :** The communiqué to which I am referring was issued to the press yesterday, and it has appeared in the papers today, and if the Government are not aware of it, it is not my fault.

**Mr. C. M. G. Ogilvie :** I have not seen the communiqué.

**Mr. S. Satyamurti :** May I know if certain peace terms have been conveyed to the Frontier tribes, and whether the Government are aware that these peace terms have been conveyed to the leaders of the tribes concerned ?

**Mr. C. M. G. Ogilvie :** I believe that peace terms have been conveyed to the leaders of the tribes.

**Mr. S. Satyamurti :** May I know if the Government have heard from the Frontier tribes or on their behalf, their response to these peace terms ?

**Mr. C. M. G. Ogilvie :** I believe that partial answers from certain sections have been or are in course of being received. What they are, I do not know.

**Mr. S. Satyamurti :** May I know if these peace terms contemplate any change in the policy of the Government towards these tribes ?

**Mr. C. M. G. Ogilvie :** I do not think that that arises out of this question.

**Mr. Abdul Qaiyum :** May I know if it is intended to create protected areas in the tribal areas of this province under these peace terms ?

**Mr. C. M. G. Ogilvie :** I don't think that that arises out of this question.

**Mr. M. Asaf Ali :** The Honourable Member goes on saying that this does not arise out of the question. The question is as follows.....

**Mr. President** (The Honourable Sir Abdur Rahim) : He has said that he has not got any further information.

**Mr. M. Asaf Ali :** If he says so, I shall stop immediately. The question is, will the Foreign Secretary state what is the exact situation on the Frontier, and he has admitted the fact that certain peace terms have been offered to the tribes. I should like to know to which tribes these peace terms have been offered and what response has been forthcoming from these tribes ?

**Mr. C. M. G. Ogilvie :** I think that if the Honourable Member will address these questions to the Secretary in the Foreign Department, he will probably be able to give more satisfactory answers. I think the Foreign Secretary is dealing with such a question ; it is No. 151.

**Mr. M. Asaf Ali :** Sir, may I draw your attention to the fact that this particular question was really addressed to the Foreign Secretary, and if the Defence Secretary takes it upon himself to answer the question, we are not responsible.

**Mr. President** (The Honourable Sir Abdur Rahim) : The Foreign Secretary is here, and he can answer it.

**Mr. M. Asaf Ali :** Then why does he not answer ? (After a pause.) Will the Foreign Secretary answer the question, Sir ?

**Mr. President** (The Honourable Sir Abdur Rahim) : Yes.

**Mr. S. Satyamurti :** Surely, Sir, he must get up and say whether he is willing to answer or not. I submit, Sir, it is a matter of common etiquette. He can't go on sitting tight without answering the question.

**Mr. President** (The Honourable Sir Abdur Rahim) : I pointed out the other day that it does happen in Parliament that when an Honourable Member of Government has not any further information to give, he need not always get up and say so.

**Mr. Abdul Qaiyum :** They have plenty of information about the new peace terms. If the Honourable Member denies that he has knowledge of the new peace terms, then we shall leave the matter there.

**Mr. President** (The Honourable Sir Abdur Rahim) : You can't go on arguing like that. Next question please.

**Mr. Mohan Lal Saksena :** May I know why the Foreign Secretary does not answer the question when the question is addressed to him ?

**Mr. President** (The Honourable Sir Abdur Rahim) : I have called the next question.

**MENTAL HOSPITAL AT RANCHI.**

143. \***Mr. Sri Prakasa** : Will the Honourable the Home Member state :

- (a) if it is a fact that the Mental Hospital at Ranchi only takes Europeans and only such Indians as have their domicile in the provinces of Bengal, Bihar and Orissa ;
- (b) if so, why is there any discrimination against the people of other provinces ; and
- (c) what is the annual expenditure on this hospital and what is the approximate income from the inmates and the amount of grant given by the Central Government to it ?

**Mr. E. F. Mudie** : (a) and (b). The European Mental Hospital at Ranchi is intended to serve the needs of the Presidency of Bengal and the Provinces in Northern India where there is no adequate arrangement for the treatment and care of European and Anglo-Indian patients. Recently ten beds in the hospital have been reserved for Indian patients from these Provinces.

(c) The total expenditure during the year 1935, the year for which latest information is available, was Rs. 3,85,062 which was equal in amount to the receipts. No grant is given by the Central Government.

**Mr. Sri Prakasa** : I am sorry I could not catch the Honourable Member's reply to part (a) of the question. Do I understand that certain seats are reserved for Indians from the provinces of Bihar, Bengal and Orissa, and none for Indians from other provinces ?

**Mr. E. F. Mudie** : Ten beds in the Hospital have recently been reserved for Indian patients from these provinces, that is, Bengal and the Provinces of Northern India.

**Mr. Sri Prakasa** : When this is a central subject, why are persons, unfortunately suffering from mental diseases, not allowed to go to this particular hospital from provinces other than the three the Honourable Member mentioned ?

**Mr. E. F. Mudie** : I did not quite catch the Honourable Member's question.

**Mr. President** (The Honourable Sir Abdur Rahim) : I think it will be more convenient if the Honourable Mr. Mudie comes a little nearer. (The Honourable Member then came to the front bench.)

**Mr. Sri Prakasa** : My voice is loud enough. My simple question is this. When this is a central subject, why are persons, unfortunately suffering from mental diseases, debarred from entering this hospital if they happen to belong to provinces other than the three mentioned by the Honourable Member ?

**Mr. E. F. Mudie** : I should like notice of that question. As far as I know, that was the object with which the Mental Hospital was founded—for these provinces.

**Seth Govind Das** : Is it being administered by the Central Government or the Provincial Governments ?

**Mr. R. F. Mudie :** It is the Government of India that administers it.

**Seth Govind Das :** The Central Government administers it ?

**Mr. R. F. Mudie :** It is administered by a Board, and not directly by the Government of India.

**Seth Govind Das :** That Board is appointed by the Central Government ?

**Mr. R. F. Mudie :** Various authorities nominate to the Board.

**Pandit Lakshmi Kanta Maitra :** Who finances this institution ?

**Mr. R. F. Mudie :** It is financed from the fees of the inmates.

**Seth Govind Das :** No grant is being given by the Central Government ?

**Mr. R. F. Mudie :** That was the answer that I gave—that no grant is given by the Central Government.

**Mr. Mohan Lal Saksena :** Who makes up the deficit, if there is any ?

**Mr. R. F. Mudie :** Just as any other institution does—it makes up its deficit by retrenchment, borrowing, etc.

**Mr. Badri Dutt Pande :** What control have the Government of India on this hospital ?

**Mr. R. F. Mudie :** I cannot give a detailed answer offhand. They have certain rule-making powers and power to nominate certain persons to the managing committee.

**Seth Govind Das :** Is it, or is it not a fact, that, after all, this is a central institution and not a provincial institution ?

**Mr. R. F. Mudie :** It comes in List I of the Seventh Schedule of the Government of India Act,—Federal Legislative List.

**Seth Govind Das :** If this is a central institution why should the people of other provinces be debarred from entering that institution ?

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

**Mr. Badri Dutt Pande :** Had the Honourable Member any opportunity of visiting that hospital officially ?

**Mr. R. F. Mudie :** I have not had that opportunity in either capacity. (Laughter.)

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

#### BRITISH JOURNALIST IMPORTED AS DIRECTOR OF PUBLIC INFORMATION.

144. **\*Mr. Badri Dutt Pande :** Will the Honourable the Home Member state :

(a) why a British Journalist has been imported from outside as Director of Public Information ; and

(b) why the post did not go to an Indian ?

**Mr. J. A. Thorne :** I would refer the Honourable Member to the answer given by me on the 24th instant to part (n) of Mr. S. Satya-murti's starred question No. 66.

**Mr. Badri Dutt Pande :** Was the post ever advertised by the Federal Public Service Commission, or was the appointment made direct ?

**Mr. J. A. Thorne :** The post was not advertised by the Public Service Commission.

**Mr. Badri Dutt Pande :** Why was it not ?

**Mr. J. A. Thorne :** I have not come prepared to answer that question. If the Honourable Member will give me notice I should be glad to answer it.

**Mr. Mohan Lal Saksena :** Was it advertised at all ?

**Mr. T. S. Avinashilingam Chettiar :** Was it not advertised because of the fear that a qualified Indian may be available ?

**Mr. J. A. Thorne :** I need hardly say that the answer is No.

**Mr. K. Santhanam :** What are the special qualifications of this British journalist ?

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

**Mr. Mohan Lal Saksena :** Was it advertised in England ?

**Mr. J. A. Thorne :** I believe No.

**Seth Govind Das :** Was there any Indian available for this purpose ?

**Mr. J. A. Thorne :** The answer I gave was that "having regard to the qualifications required the Government considered him the most suitable selection". It follows from that that no Indian or other Englishmen whom the Government considered possessed precisely the qualifications possessed by this gentleman.

**Seth Govind Das :** Did no other gentleman possess all those qualifications which are possessed by the gentleman who has been appointed ?

**Mr. J. A. Thorne :** That follows.

**Pandit Lakshmi Kanta Maitra :** What is the pay attached to this job ?

**Mr. J. A. Thorne :** I should like notice.

**REPORT OF THE TWO MEMBERS OF THE INDIAN LEGISLATIVE ASSEMBLY SENT TO ENQUIRE INTO THE CONDITIONS OF PRISONERS IN THE ANDAMANS.**

145. \***Mr. Badri Dutt Pande :** (a) Will the Honourable the Home Member state if recently the Government of India sent two Honourable Members of the Legislative Assembly to the Andaman Islands to enquire into the condition of the prisoners who are deported there ?

(b) If so, have they submitted a report ?

(c) Has that report been published ?

(d) Will a copy be available to the Members of the House ?



**Mr. R. F. Mudie :** (a) Yes.

(b) No : but Sir Muhammad Yamin Khan has favoured us with some notes on his visit.

(c) and (d). Do not arise.

**Mr. S. Satyamurti :** Will the notes be published ?

**Mr. R. F. Mudie :** If the Honourable Member wishes, I am perfectly prepared to do so.

EXPENDITURE INCURRED IN THE WAZIRISTAN MILITARY EXPEDITION.

146. **\*Mr. Badri Dutt Pande :** (a) Will the Defence Secretary state what is the total amount of expenditure incurred by the Government in the recent Waziristan military expedition ?

(b) Why was this punitive expedition sent ?

(c) What was the total number of force employed ? And the total number of casualties on both sides ?

(d) How many persons were kidnapped and how many recovered ?

(e) What are the military and economic resources of the Faqir of Ipi ?

**Mr. C. M. G. Ogilvie :** (a) I would refer the Honourable Member to the reply I gave to part (a) of starred question No. 40 on the 24th instant.

(b) and (c). I would refer to paragraphs 9—17 of the Summary of important matters concerning the Defence Services in India, 1936-37, copies of which have been supplied to Honourable Members. The number of casualties is stated in my reply to part (b) of question No. 40.

(d) I would refer the Honourable Member to the answer given by the Foreign Secretary to parts (a) and (b) of starred question No. 69 on the 24th instant.

(e) The Faqir is assisted by tribesmen whose numbers vary from time to time and according to information received he is supplied with grain and cash both by the tribesmen and by residents of the Settled Districts. It is, however, impossible to give any exact estimate of his resources.

**Mr. Abdul Qaiyum :** May I know if any enquiry has been made and if the Honourable Member is prepared to state who are the persons in the settled districts supplying cash and grain to the Faqir of Ipi ?

**Mr. C. M. G. Ogilvie :** I am unable to tell you that.

**Mr. T. S. Avinashilingam Chettiar :** Last time when I asked for the expenditure the Honourable the Defence Secretary said that the Finance Member would answer. But the Finance Member said that it was the spending department that should give the expenditure. In this case we are nowhere and we have not got the information.

**Mr. President (The Honourable Sir Abdur Rahim) :** If the information has not been already supplied in answer to the previous question, I think the Honourable Member (Defence Secretary) should give the information.

**Mr. C. M. G. Ogilvie** : I am not quite clear about which part.

**Mr. President** (The Honourable Sir Abdur Rahim) : As regards the expenditure I understand.

**Mr. C. M. G. Ogilvie** : That is a matter for the Finance Member, at least in my opinion, and, I think, in his, because the accounts are not kept by us, and the accounting of the costs of very many of the complicated items which go to make up a war bill has not yet been completed. I understand, however, that he had or has a certain amount of information already available but it is not in my possession.

**Mr. President** (The Honourable Sir Abdur Rahim) : That being the position, I think the Government of India ought to supply the information as soon as the expenditure has been ascertained. Do I take it that the Government of India will furnish the information to the House when it is ready ?

**Mr. C. M. G. Ogilvie** : Yes.

**Mr. Mohan Lal Saksena** : When ?

**Mr. C. M. G. Ogilvie** : I cannot tell you.

**Mr. Mohan Lal Saksena** : Will it be before the Session is over ?

**Mr. C. M. G. Ogilvie** : Certainly.

PROHIBITION OF THE IMPORTATION OF THE BOOK ENTITLED " WHITE SAHIBS IN INDIA " BY MR. REGINALD REYNOLDS.

147. **\*Mr. S. Satyamurti** : Will the Honourable the Home Member be pleased to state :

- (a) whether it is a fact that the Government of India have prohibited the importation of the book, entitled " White Sahibs in India " by Mr. Reginald Reynolds ;
- (b) if so, the reasons therefor ; and
- (c) whether Government propose to appoint a man of learning and culture to advise them with regard to prohibition of books ; and if not, why not ?

**Mr. J. A. Thorne** : (a) Yes.

(b) The aim of the book was clearly to bring the Government into hatred and contempt.

(c) Government have not hitherto felt the need for advice other than that which is available to them.

**Mr. S. Satyamurti** : May I know what is the normal advice available to them on this matter of prohibition ? Is it their own unaided intelligence, or do any men of learning, or educational culture, or broad outlook, advise them on this matter ?

**Mr. J. A. Thorne** : My Honourable friend puts that in a very difficult manner for me to answer because he describes those categories as mutually exclusive.

**Mr. S. Satyamurti** : You may have a broad outlook, but the Andamans debate did not show that. However, I am asking whether Government do it themselves or they have expert advice in this matter.

**Mr. J. A. Thorne :** We have no non-official specialist advisers.

**Mr. S. Satyamurti :** Are there any official specialist advisers ?

**Mr. J. A. Thorne :** Yes, officials who are concerned with the administration of the subject.

**Mr. S. Satyamurti :** May I know whether there are customs officials, or police officials, or educational department officials ?

**Mr. J. A. Thorne :** The responsibility is assumed by the Home Department.

**Mr. S. Satyamurti :** I am simply asking who reads these books and advises the Government of India. Are they officials of the Home Department, or the Criminal Intelligence Department or the Customs Officers or the Officers of the Educational Department ?

**Mr. J. A. Thorne :** In this particular case, I am not aware whether any customs officer has read the book or any police officer. But I do know that the order was passed after its perusal by the officers of the Home Department.

**Mr. S. Satyamurti :** Has the attention of the Government been drawn to a book called the ' Land of the Lingam ' written by Arthur Miles in the Paternoster Library ? Do the Government propose to appoint an officer of learning and culture to advise them.

**Mr. President :** (The Honourable Sir Abdur Rahim) : How does that arise ?

**Mr. S. Satyamurti :** It arises under part (c) of the question. Will the Honourable Member kindly lend me the book in his possession ?

**Seth Govind Das :** What about books written in the vernacular ? Who reads them ?

(No reply.)

#### CHANGE IN THE RECENT ORDER RELATING TO THE ORGANISATION OF THE INDIAN MEDICAL SERVICE.

148. **\*Mr. S. Satyamurti :** Will the Defence Secretary be pleased to state :

(a) whether, in view of the adjournment motion carried by the Assembly, and the expression of opinion by the press and the public throughout India, in favour of the decision of the Assembly, there is any proposal to change the recent order relating to the organisation of the Indian Medical Service ; and

(b) whether Government propose to remove the racial discrimination in the recent order ; and if not, why not ?

**Mr. C. M. G. Ogilvie :** (a) No.

(b) Government do not admit that any racial discrimination is involved in the recent reorganisation of the Indian Medical Service.

**Mr. S. Satyamurti :** With reference to the answer to clause (a), may I know whether Government have considered this matter at all ?

**Mr. C. M. G. Ogilvie :** The question of the organisation of the Indian Medical Service is constantly under consideration.

**Mr. S. Satyamurti :** I want to know whether the question was reconsidered after the vote of this House.

**Mr. C. M. G. Ogilvie :** I should imagine, it was. I cannot say definitely.

**Mr. S. Satyamurti :** We do not want imagination, Sir. I want a definite answer.

**Mr. President (The Honourable Sir Abdur Rahim) :** Probably that is all the information he has. I cannot force him to give an answer.

**Mr. S. Satyamurti :** What is the value of these answers which are given ?

ARTICLE ENTITLED "INDIA AND IMPERIAL DEFENCE" PUBLISHED IN THE "HINDU".

149. \***Mr. S. Satyamurti :** Will the Defence Secretary be pleased to state :

- (a) whether his attention has been drawn to a leading article, entitled "India and Imperial Defence", in the *Hindu* of the 16th June, 1937 ;
- (b) whether the Government of India accept the position taken up by the Imperial Conference, *viz.*, that each part of the Empire should provide its own security ;
- (c) whether they asked the representative of the Government of India to take up the position that India was contributing far more than her quota for the defence of the Empire, and claimed any relief in respect of the defence budget, and if not, why not ;
- (d) whether the Government of India have noted that the attention of the Conference was drawn to the part played by the regular forces of India in protecting British interests and to the frequent despatch of reinforcements to the various parts of the world ; and
- (e) whether, in view of these, and the services of the Indian soldiers on the several war fronts, the Government of India propose once more to press on His Majesty's Government the need for relief in respect of the Defence Budget of India ?

**Mr. C. M. G. Ogilvie :** (a) Yes.

(b) Yes.

(c) No, because the Government of India do not subscribe to the view expressed in the question.

(d) The Government of India have noted the reference. It refers not to Indian forces only but also to the Regular Forces of the United Kingdom.

(e) I would refer the Honourable Member to the answers given by my predecessor to starred question No. 152 on the 7th September, 1936.

**Mr. S. Satyamurti :** With reference to the answer to clause (c) of the question, may I know whether the Government have given up the position which they took up before the Capitation Tribunal two years ago, when they wanted a much higher contribution by the British Government towards Indian military expenditure, on the basis contained in this question ?

**Mr. C. M. G. Ogilvie :** The point, I think, is that the Government of India do not and cannot possibly ever take up the position that India is contributing less than her quota but the position which they do take up is owing to the financial position of India they always endeavour to obtain any concession from His Majesty's Government that they can.

**Mr. T. S. Avinashilingam Chettiar :** Charity ?

**Mr. C. M. G. Ogilvie :** Yes, charity.

**Mr. S. Satyamurti :** The question is not less but more. Has my Honourable friend read the case put up before the Capitation Tribunal by the Government of India for a much higher contribution towards Indian defence expenditure on the very ground stated in this question ?

**Mr. C. M. G. Ogilvie :** I have read the report of the Capitation Tribunal.

**Mr. S. Satyamurti :** With reference to clause (b), I thought my Honourable friend said 'Yes'. Am I right ?

**C. M. G. Ogilvie :** Yes.

**Mr. S. Satyamurti :** Does the Honourable Member admit that, as a matter of fact, India is today providing for her own security ?

**Mr. C. M. G. Ogilvie :** Her own local security ? Yes—security against attacks from tribes on her border.

**Mr. S. Satyamurti :** With reference to the answer to clauses (d) and (e) of my question, in connection with the despatch of troops to Shanghai, Hongkong and Singapore, as illustrative of my point, will the Government of India take up with His Majesty's Government the question of their paying more for the maintenance of these troops as an Imperial war reserve ?

**Mr. C. M. G. Ogilvie :** All I can say is that no further cost has been imposed upon the Indian exchequer by the despatch of these troops but rather the Indian exchequer will be saved the cost of their up-keep during the time they are abroad.

**Mr. S. Satyamurti :** That is not my question. In view of the fact that these troops have been kept at the maximum efficiency as an Imperial War Reserve, will the Government of India take up the question, with His Majesty's Government, of their contributing to the normal maintenance of these troops which can be drawn upon in emergencies ?

**Mr. C. M. G. Ogilvie :** The fact is that these troops are not maintained here as Imperial War reserve and if local conditions were such

that they could not have been safely despatched, they would not have been despatched.

**Mr. M. Asaf Ali :** With regard to these troops sent out of India, will they be receiving any overseas allowances, I am talking of the Indian troops ?

**Mr. C. M. G. Ogilvie :** As far as I know, that matter is under consideration. If the Honourable Member will give me notice, in a few days I may be in a position to reply.

**Mr. M. Asaf Ali :** Will the Government of India represent to His Majesty's Government that these Indian troops must always receive overseas allowances on the same basis as the British troops receive here in India ?

**Mr. C. M. G. Ogilvie :** As far as I am aware, they do receive concessions when they go abroad.

**Mr. M. Asaf Ali :** Will the concessions be on the basis as the British troops who get benefits four times as much as the Indian troops ?

**Mr. C. M. G. Ogilvie :** No, Sir.

**Mr. M. Asaf Ali :** Why not ?

**Mr. C. M. G. Ogilvie :** Because, fortunately, they would not require so much to maintain them in the way they require to be maintained.

**Mr. M. Asaf Ali :** Will the Government of India tell the British Government that we do not want a single soldier of our country to be sent out of India on those conditions ?

**Mr. C. M. G. Ogilvie :** No.

**Mr. Bhulabhai J. Desai :** During the last 30 years, have the Indian troops been withheld, whenever they were wanted for campaigns abroad, either for the expeditionary forces, protective forces or for any other military purpose ?

**Mr. C. M. G. Ogilvie :** Indian troops have been sent, whenever the conditions of India have permitted them to be sent and they have rendered invaluable services.

**Mr. Bhulabhai J. Desai :** Has it ever happened that it had not been possible to make Indian troops available for such purposes ?

**Mr. C. M. G. Ogilvie :** I do not think in recent years it has.

**Mr. Bhulabhai J. Desai :** If it has not happened, is it not therefore clear that they are maintained for Imperial purposes ?

**Mr. C. M. G. Ogilvie :** No.

**Mr. Bhulabhai J. Desai :** How do you derive that ? I am mentioning it as a fact, not as an argument.

**Mr. C. M. G. Ogilvie :** Government have to keep in mind the possibility of certain emergencies eventuating which we all hope are not likely to happen but which are still possible and the minimum preparation must be made to safeguard against them.

**Mr. Bhulabhai J. Desai :** I want to know whether as a matter of fact these troops, which have been kept at extra efficiency, have ever been refused ?

**Mr. C. M. G. Ogilvie :** India has fortunately so far not herself been the scene of a major war.

**Mr. Bhulabhai J. Desai :** Is it not, therefore, true that, apart from the question whether such a possibility may arise, in fact, India maintains troops at an excessive efficiency and excessive numbers for Imperial purposes ?

**Mr. C. M. G. Ogilvie :** It is impossible to maintain troops of excessive efficiency. (Hear, hear.)

#### APPOINTMENT OF A EUROPEAN AS DIRECTOR OF PUBLIC INFORMATION. <sup>4</sup>

150. **\*Mr. S. Satyamurti :** Will the Honourable the Home Member be pleased to state :

- (a) whether it is proposed to appoint a European as Director of Public Information ; if so, the reasons therefor ; and
- (b) whether no Indian is available for this post ?

**Mr. J. A. Thorne :** I would refer the Honourable Member to the answer given by me on the 24th instant to part (n) of his starred question No. 66 and to the answer given by me this morning to question No. 144.

**Mr. S. Satyamurti :** What is the specific answer to clause (b), *viz.*, "whether no Indian is available for this post ?".

**Mr. President** (The Honourable Sir Abdur Rahim) : I think he has explained the position.

#### REVISION OF GOVERNMENT'S POLICY IN THE NORTH-WEST FRONTIER.

151. **\*Mr. S. Satyamurti :** Will the Foreign Secretary be pleased to state :

- (a) whether his attention has been drawn to a leading article in the *London Times* of the 18th June, extracted in the *Madras Mail* of the 19th June, on the trouble in the North-West Frontier ;
- (b) whether the Government of India noticed the criticism of the *London Times*, that the methods hitherto employed in such cases have proved ineffective, and if they are not improved, the Indian treasury is more than likely to be periodically depleted by recurrent rebellions and recurrent punitive expeditions, which cannot be undertaken without heavy expense ; and
- (c) whether the Government of India propose to revise their policy in the North-West Frontier ; and if not, why not ?

**Lieut.-Colonel A. E. B. Parsons :** (a)—(b). Yes.

(c) Government after full consideration do not propose to make any radical change in the Frontier policy that has been followed during recent

years, as they are satisfied that it has produced solid results and no alternative is practical.

**Mr. T. S. Avinashilingam Chettiar :** May I know what is the "solid result" ?

**Mr. S. Satyamurti :** With reference to the answer to clause (c), may I know if my Honourable friend, in his answer, had in mind the terms which, the newspapers report, Government have been offering to the tribesmen this morning ?

**Lieut.-Colonel A. E. B. Parsons :** The answer to clause (c) was drafted before the statement to the Press was made, but it also included it.

**Mr. S. Satyamurti :** I wanted to know whether the answer requires any modification.

**Lieut.-Colonel A. E. B. Parsons :** None at all.

**Mr. S. Satyamurti :** May I know if these terms contemplate or do not contemplate the occupation of these territories in a different manner altogether from that contemplated or practised by the Government so far ?

**Lieut.-Colonel A. E. B. Parsons :** No, Sir.

**Mr. S. Satyamurti :** May I know if Government, apart from the offer to settle disputes between them, also contemplate introducing some form of internal administration and expect them to respond to these new conditions ?

**Lieut.-Colonel A. E. B. Parsons :** All the forms of internal administration which the Government now propose are merely an extension of such measures as have taken place for the last forty years.

**Mr. Bhulabhai J. Desai :** Do not the new terms offered lend themselves to recurrent rebellions and recurrent punitive expeditions ?

**Lieut.-Colonel A. E. B. Parsons :** In the opinion of Government, certainly not. In the opinion of the Government, the new terms are likely to lead to a permanent improvement in the situation.

**Mr. M. Asaf Ali :** What is the extent of the area which the Government now propose to protect, under the new terms ?

**Lieut.-Colonel A. E. B. Parsons :** I am afraid if I was to give the names of places, they would convey nothing to the Honourable Member.

**Mr. M. Asaf Ali :** As a rough idea, how much of the total tribal area do the Government now propose to take under their protection, under the scheme ?

**Lieut.-Colonel A. E. B. Parsons :** I am afraid I have no figures.

**Mr. M. Asaf Ali :** Can the Honourable Member give us any idea of the number of tribes which will be taken under protection under the new scheme ?

**Lieut.-Colonel A. E. B. Parsons :** The whole of the tribal area of any given tribe will not be taken over.



**Mr. M. Asaf Ali :** How much of the area belonging to any particular tribe in the tribal area will now be taken under the protection of Government under the proposed scheme ?

**Lieut.-Colonel A. E. B. Parsons :** I am unable to give the exact answer, but I think in the case of the Manzar Khel it amounts to something like  $\frac{351}{500}$  ths of the total area.

**Mr. M. Asaf Ali :** Out of about a quarter million weapons of modern precision which are in the possession of tribesmen today, only two thousand will be offered to you at all, if any ?

**Lieut.-Colonel A. E. B. Parsons :** The terms of the Government to the tribes as a punishment for their past offences include the demand of something over two thousand rifles of various descriptions. The number of rifles that the tribesmen have I myself, who have considerable experience, have never been able to estimate.

**Mr. M. Asaf Ali :** Is it not a fact that the Government themselves supplied these figures which I am now quoting, and is he not aware that we were told definitely that the tribesmen possessed no less than 250,000 weapons of modern precision ? And out of this, you are only demanding two thousand ? Does this mean peace or war ?

**Lieut.-Colonel A. E. B. Parsons :** I would point out to the Honourable Member that we are only dealing with Waziristan which is only part of the Frontier. I have no knowledge of the figures said to have been given but the number in Waziristan is much less than that.

**Mr. M. Asaf Ali :** What is the total number of tribes in the tribal area, and how many of these are today within the operation of the terms which you have offered ?

**Lieut.-Colonel A. E. B. Parsons :** The tribes to whom terms are being given are the Mahsuds, certain sections of the Utmanzai Wazirs, and the Bhitannis.

**Mr. Abdul Qaiyum :** May I take it that these three tribes are out of about 120 tribes in the tribal area ?

**Lieut.-Colonel A. E. B. Parsons :** Those three tribes constitute nearly all Waziristan, which is a very large part of the tribal area.

**Mr Abdul Qaiyum :** Is it one of the terms that the Frontier Crimes Regulations will be extended to the protected area ?

**Lieut.-Colonel A. E. B. Parsons :** I expect the Honourable Member is aware that the Frontier Crimes Regulation is in operation in all those areas already.

**Mr. Abdul Qaiyum :** I was referring to the area which is now going to be declared as a protected area.

**Lieut.-Colonel A. E. B. Parsons :** It is already in operation in those areas.

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

**SECURITIES DEMANDED AND FORFEITED FROM NEWSPAPERS AND PRESSES.**

152. \***Mr. Badri Dutt Pande** : (a) Will the Honourable the Home Member state how many papers and presses there are under the direct control of the Government of India from whom security has been taken ?

(b) Will the Honourable Member be pleased to give a statement of securities demanded and forfeited ?

**Mr. J. A. Thorne** : I presume the Honourable Member refers to papers and presses in Chief Commissioners provinces. The information is being collected and will be laid on the table when received.

**TYPES OF AIR ACTION ON THE FRONTIER EMPLOYED DURING THE WAZIRISTAN EXPEDITION.**

153. \***Mr. Badri Dutt Pande** : (a) Will the Defence Secretary inform the House as to what were the types of air action on the Frontier employed by the Military during the recent Waziristan expedition ?

(b) What was the total number of bombs dropped ?

(c) How many aeroplanes were engaged ?

(d) What was the total number of casualties among (i) people, (ii) live stock, (iii) houses ?

(e) Besides machine guns, were long range guns also employed ?

**Mr. C. M. G. Ogilvie** : (a) The information has been made public in Command Paper No. 5495, which was presented to Parliament by the Secretary of State in June, 1937. Copies of that paper will be supplied to the Library of the Central Legislature as soon as possible. The relevant extract reads as follows :

The types of air action are—(a) action against villages (which are in effect the forts and headquarters of the tribal forces) either to prevent their use by tribal forces or for a short defined period to cause damage to buildings as a penalty for specific outrages ; (b) the proscription of small defined areas ; in such cases all the inhabitants, their families and livestock are ordered to evacuate the area, the object being either to reinforce political pressure against offending sections or to make it possible to attack hostile forces in the area without risk to non-combatants ; in each case convenient and adjacent asylums outside the proscribed area are available for the non-combatants ; (c) the air blockade of the territory of a hostile section, the object being to exclude the offending tribesmen from their villages and from the use of their usual amenities and the interruption of their normal habits of life until they comply with specified terms. An air blockade applies to the whole territory of a section, and its use is similar to the proscription of an area compliance with which will secure the cessation of the blockade. Air blockade in this sense has not been used in the course of the present disturbances, though there has been some confusion in Press reports between it and the proscription of areas.

(b) The total number of bombs dropped between 17th February, 1937, and the 23rd August, 1937, was 7,087 of which the majority were of the small 20 lb. type.

(c) The maximum number of squadrons employed during any period was five. The maximum number of aircraft engaged during any one day on various duties was 41.

(d) No figures are available for livestock or houses.

The casualties believed to have been caused to tribesmen in action against our troops from the 17th February, 1937, to 23rd August, 1937, are estimated at :

Killed	.. .. .	689
Severely wounded	.. .. .	559

(e) As is usual the troops have been supported by Field and Medium artillery.

**Mr. Badri Dutt Pande :** Were the people of these areas warned before bombing ?

**Mr. C. M. G. Ogilvie :** Yes.

**Mr. Badri Dutt Pande :** In what way were the people warned ?

**Mr. C. M. G. Ogilvie :** They were warned in a number of ways. They were warned by sending messages to them and by dropping posters or leaflets containing the desired information.

**Mr. Badri Dutt Pande :** In which language were the leaflets published ?

**Mr. C. M. G. Ogilvie :** In a language which they can understand.

**Mr. Badri Dutt Pande :** Can we have copies of these leaflets here ?

**Mr. C. M. G. Ogilvie :** I am afraid I have none.

**Mr. Mohan Lal Saksena :** May I ask how long before the actual bombing were these notices dropped in that area ?

**Mr. C. M. G. Ogilvie :** About two or three days.

**Mr. K. Santhanam :** May I know the cost of 7,087 bombs that were dropped ?

**Mr. C. M. G. Ogilvie :** I am afraid I must ask for notice.

**Mr. S. Satyamurti :** May I ask whether sufficient precautions were taken to see that non-combatants, especially women and children, are not hit by these bombs ?

**Mr. C. M. G. Ogilvie :** Yes, warnings are given and so far as we know none have actually been hit.

**Mr. Lalchand Navalrai :** How are these messages sent ? Through whom are these messages sent ?

**Mr. C. M. G. Ogilvie :** I presume by any one who may be willing to take them.

**Mr. Lalchand Navalrai :** I would like to know who are the people who take them in practice ? Do the Government send them or any private people take them ?

**Mr. C. M. G. Ogilvie :** They are generally sent through the Maliks of the village concerned. I can assure the Honourable Member that there is no doubt that warnings are received in practice.

**Mr. Lalohand Navalrai :** May I also know from the Honourable Member whether these notices, when they are dropped from the air, actually reach them ? They may go in an another direction altogether.

**Mr. C. M. G. Ogilvie :** One thing is certain. When a thing is dropped, it falls and they presumably do take them up.

**Mr. Abdul Qaiyum :** May I know if it is a fact that almost all these tribesmen are illiterate and do not understand your notices ?

**Mr. C. M. G. Ogilvie :** I should think that a great number of them were illiterate, but there are always some who, I imagine, can read and that presumption is strengthened by the fact that the notices given have, in fact, always been complied with.

**Mr. Abdul Qaiyum :** May I know if there are any grounds for believing that these notices are understood and whether there are any schools in Waziristan ?

**Mr. C. M. G. Ogilvie :** I have tried to explain that the main ground, as far as I know, for believing them to have understood the notices is that they are always promptly obeyed.

**Mr. Abdul Qaiyum :** I want to know whether there are any schools in Waziristan ?

**Mr. C. M. G. Ogilvie :** I daresay some of the *mullas* maintain schools, though I do not remember.

**Mr. Abdul Qaiyum :** I am inquiring about the schools. I want to know whether there are any proper schools in Waziristan ?

**Mr. C. M. G. Ogilvie :** I think the state of education in Waziristan does not arise from this question.

**Mr. Abdul Qaiyum :** It is a question of literacy, whether these people understand your notices. The question is absolutely relevant. I want to know whether there are any schools in Waziristan where people receive literary education ?

**Mr. C. M. G. Ogilvie :** I imagine there are schools which are maintained by the *mullas* and that the *mullas* and probably the Maliks as well are able to read.

**Mr. Badri Dutt Pande :** Will you kindly place a copy of the notice that was given to the tribesmen on the table of the House ?

**Mr. C. M. G. Ogilvie :** I will try and obtain one for you.

**Beth Govind Das :** The Honourable Member has just said that two or three days notice is given to the tribes for vacating the area. Does the Honourable Member think that that is enough time for women and children to go away from that area ?

**Mr. C. M. G. Ogilvie :** Yes.

**Qazi Muhammad Ahmad Karmi :** Will the Honourable Member let us know what are the places to which these people are expected to go to avoid bombing ?

**Mr. C. M. G. Ogilvie :** They go to some other villages where they will not be bombed.

**Mr. Mohan Lal Saksena :** Last year or year before last this Assembly passed a Resolution condemning the policy of bombing in the Frontier Province. May I know if the Government have made any change in the method of bombing because of that motion ?

**Mr. C. M. G. Ogilvie :** I cannot tell you that. I have described the present methods at some length and you can see for yourself that humanity is a predominant motive.

#### INDIANS EMPLOYED AS GARRISON ENGINEERS.

154. **\*Mr. Sham Lal :** Will the Defence Secretary be pleased to state what is the number of Indians employed as Garrison Engineers ? If no Indians are Garrison Engineers, why not ? Is it not a fact that English Degree holders and Roorkee qualified Engineers are available ? Are there any civilian English Engineers ?

**Mr. C. M. G. Ogilvie :** At present 22 Indians, including those possessing English or Roorkee qualifications, are employed in the Military Engineer Services as Garrison and Assistant Garrison Engineers.

There are 17 English Civilian Engineers similarly employed at present.

#### GIVING OF HONORARY MILITARY RANKS TO CIVILIANS IN THE MILITARY ENGINEERING SERVICE.

155. **\*Mr. Sham Lal :** (a) Will the Defence Secretary be pleased to state how many Garrison Engineers are such as are not Royal Engineers but have been raised from Military Sub-Divisional Officers ?

(b) When qualified Indians are appointed Royal Engineers with sappers and miners, why are they not appointed with the Military Engineering Service ?

(c) Are Government prepared to consider the question of giving honorary military ranks to civilians in the Military Engineering Service as is done in the Indian Medical Service ?

**Mr. C. M. G. Ogilvie :** (a) Twenty-one.

(b) Indians cannot be appointed to the Royal Engineers as that is a Corps of the British Army. Indians are appointed to the Corps of Indian Engineers and eight Indians are at present employed with the Corps of Sappers and Miners and, after they have completed their training and a tour of duty with Sappers and Miners, they will be available for appointment to the Military Engineer Services.

(c) No. The I. M. S. is a Military Service and there is no analogy between it and the civilian element of the M. E. S.

## NON-EMPLOYMENT OF INDIANS AS SUB-DIVISIONAL OFFICERS IN THE ARMY.

156. \*Mr. Sham Lal : Will the Defence Secretary be pleased to state :

- (a) what is the number of Indians employed as  
 (i) Sub-Divisional Officers, Buildings and Roads,  
 (ii) Sub-Divisional Officers, Electrical and Mechanical, and  
 (iii) Sub-Divisional Officers, Furniture and Stores ;  
 (b) why more Indians are not employed in this cadre when English qualified Indians are available ; and  
 (c) what is the scale of pay for Civilian and Military Sub-Divisional Officers in the above ?

Mr. C. M. G. Ogilvie : (a) i. Fifty-nine.

(ii) Eight.

(iii) Twenty-five.

(b) The reduction of the military cadre is under consideration, but a certain minimum of that cadre must be retained in the event of mobilisation.

(c) The scale of pay for Civilian and Military Sub-Divisional Officers is as follows :

Civilian S. D. Os.	..	Rs. 150—10—300
		Efficiency Bar— $\frac{1}{2}$
		Rs. 400 per mensem.
Military S. D. Os. Sergeant ..	..	Rs. 210 per mensem.
Military S. D. Os. Staff Sergeant ..	..	Rs. 250 per mensem.
Military S. D. Os. Sub-Conductor ..	..	Rs. 335 per mensem.
Military S. D. Os. Conductor ..	..	Rs. 370 per mensem.

Mr. M. Asaf Ali : With reference to part (b), did the Honourable Member say that the reduction of the cadre was under consideration ?

12 NOON. Mr. C. M. G. Ogilvie : Yes.

Mr. M. Asaf Ali : Will this reduction mean reduction in the cadre of Indians ?

Mr. C. M. G. Ogilvie : Reduction of Englishmen.

## (b) WRITTEN ANSWERS.

## RECRUITMENT OF OVERSEERS AS SUB-DIVISIONAL OFFICERS IN THE ARMY.

157. \*Mr. Sham Lal : Will the Defence Secretary be pleased to state :

(a) how many Indians with English and Roorkee qualifications are working as Overseers, temporary and permanent, and

at what pay ; why they are not made Sub-Divisional Officers in place of Military Sub-Divisional Officers ;

(b) whether Government propose to stop recruiting further Military Sub-Divisional Officers ?

**Mr. C. M. G. Ogilvie :** (a) The collection of the information desired will involve an expenditure of time and labour which would be incommensurate with the value of the results achieved.

(b) I would refer the Honourable Member to the reply I have just given to part (b) of his question No. 156.

#### APPOINTMENT OF EXECUTIVE OFFICERS IN THE CANTONMENT BOARDS.

158. **\*Bhai Parma Nand :** (a) Will the Defence Secretary be pleased to state the number and qualifications of officers taken in the service of Executive Officers in grades I and II respectively in the recent re-organization of the service in the Cantonment Boards ?

(b) How many of these officers are Hindus, Muslims, Sikhs, Anglo-Indians and Europeans respectively ?

(c) Will the Defence Secretary please state if in the appointment of these officers the principle laid down in Home Department Resolution No. F. 14/17B/33-Ests., dated the 4th July, 1934, has been kept in view in respect of officers belonging to various communities in the two grades separately, which form an all-India Service ?

(d) Will the Defence Secretary please state if any officers have been newly recruited as Executive Officers since 31st October, 1936, the date of the passing of the Cantonments (Amendment) Act ?

(e) If the reply to part (d) above be in the affirmative, will the Defence Secretary please state if it is not a fact that some of these appointments have resulted in a number of Civilian Officers already in service as Executive Officers, being superseded or their claims on the score of seniority and qualifications being ignored ?

(f) Will the Defence Secretary please state the reasons why the recruitment has not been made through the Public Service Commission as promised on the floor of the House by the then Defence Secretary ?

(g) Will the Defence Secretary please state the principles adopted in the appointment of Executive Officers already in service in the two grades and the fixing of their salaries ?

(h) Is it a fact that Compensatory (Conveyance) Allowances of Rs. 50 and Rs. 30 per mensem have been fixed for officers in grades I and II respectively, irrespective of the nature of the conveyance maintained by the officer concerned ?

(i) Do Government propose to consider the advisability of fixing the Conveyance Allowance according to the nature of the conveyance maintained rather than according to the position of the officer ?

**Mr. C. M. G. Ogilvie :** (a) Twenty-seven officers have been taken in Grade I and 25 in Grade II. As regards their qualifications, 16 of Grade I officers are Viceroy's commissioned or Indian Territorial Force Officers of the Cantonments Department, and with regard to the remaining

officers, the attention of the Honourable Member is invited to the statement laid on the table on the 12th December, 1933, in reply to starred question No. 343 asked by Mr. B. R. Puri on the 1st September, 1933. I lay on the table a statement showing the qualifications of Executive Officers who were appointed in vacancies which occurred since 1933.

(b) The numbers are 20, 16, 11, *nil* and 4 respectively.

(c) The existing officers of the Cantonment Executive Officers Service are either late Class II (Viceroy's commissioned or Indian Territorial Force) officers of the Cantonments Department, or Civilian Executive Officers who were appointed by the local military authorities prior to the constitution of the new Service. Any future recruitment to the Service will be made in accordance with the Home Department Resolution referred to by the Honourable Member.

(d) Yes, Sir.

(e) Not at present. The new entrants were placed at the bottom of their respective lists.

(f) The rules constituting the new Service of Executive Officers and providing for their recruitment through the Federal Public Service Commission were not published till the 8th May, 1937. Recruitment from that date will be made through the Commission.

(g) The appointments were made under rules 28 and 30 of the Cantonment Executive Officers Service Rules, 1937, published in the Gazette of India, dated the 8th May, 1937. In accordance with rule 30 all Class II officers of the Cantonments Department became Grade I officers. Civilian Executive Officers were graded in accordance with the recommendations of a Selection Committee appointed for the purpose, which considered each case on its merits. The pay of each officer was fixed at a rate not lower than that he was already drawing. The two exceptions were officers who were appointed after 1st January, 1936, and who had no previous service in the Cantonments Department. In view of their very short service they were granted the minimum pay of the grade.

(h) The grant of the conveyance allowance is fixed with reference to the class of the cantonment and not the grade of the Executive Officer or the class of conveyance maintained, *vide* rule 27 of the Cantonment Executive Officers Service Rules, 1937.

(i) Government do not propose to fix the allowance according to the nature of the conveyance maintained.

#### Statement.

Names and qualifications of Executive Officers appointed in vacancies which occurred since 1933.

Name.	Qualifications.
Mr. C. Pearce ..	.. Served in Belgaum Cantonment as Cantonment Superintendent and Executive Officer for about 15 years.
Mr. E. O. Gray ..	.. Served in Mhow Cantonment as Cantonment Engineer and Assistant Secretary for several years.



<i>Name.</i>	<i>Qualifications.</i>
Mr. Rawail Singh .. ..	Was Head clerk of Amritsar Cantonment for many years.
Mr. Narottam Singh .. ..	B.A., LL.B.
Mr. M. G. Kaber .. ..	B.A.
Mr. Panna Lal Kumar .. ..	B.A., LL.B.
Mr. Karamatullah .. ..	B.A., LL.B.
Mr. Avtar Singh Puri .. ..	B.A., LL.B.
Mr. Bhagwant Singh Kohli .. ..	B.A., LL.B.
Mr. Satya Dev Dogra .. ..	B.A.
Mr. Ram Dev Handa .. ..	B.A., LL.B.
Mr. R. Som Dutt .. ..	M.A. (Cantab.).
Mr. Gajendra Singh .. ..	M.A.
Mr. Masud Ali Khan .. ..	M.A.
Mr. S. K. Rizvi .. ..	M.A., LL.B.

**INDIAN AND EUROPEAN OFFICERS IN THE GOVERNMENT OF INDIA  
DEPARTMENTS.**

159. \***Mr. K. Santhanam** : Will the Honourable the Home Member be pleased to state :

- (a) how many changes have taken place between 1st April, 1936, and 1st August, 1937, in the Secretariat Departments of the Government of India and the offices attached thereto among officers above the rank of Assistant Secretary or the Chief Superintendent ;
- (b) whether he would place a list of such changes on the table ;
- (c) in how many cases have European officers taken the place of Indian officers ;
- (d) in how many cases have Indian officers taken the place of European officers ;
- (e) new posts, if any, that have been created and the names of officers appointed to those posts ; and
- (f) the relative proportion of Indian and European officers on 1st April, 1936, and 1st August, 1937 ?

**Mr. B. F. Mudie** : The information is being collected and will be laid on the table in due course.

**GRANT OF PERMISSION TO MR. MAHADO ABAJI NADEKAR AND OTHER  
INDIAN EXILES TO RETURN TO INDIA.**

160. \***Mr. Mohan Lal Saksena** : (a) Will the Honourable the Home Member inform the Assembly whether Mr. Mahado Abaji Nadedkar, P.I.G. (Comell), United States of America, who left India in 1908, is not permitted to return to India ? If so, for what reasons ?

(b) In view of the changed conditions, does the Honourable Member propose to consider the feasibility of permitting him to return to India ?

(c) Will the Honourable the Home Member be pleased to state how many exiles were permitted to return to India during the last two years and whether their return had any repercussions on the political situation in India ?

(d) Are Government prepared to consider the feasibility of granting permission to all Indian exiles to return on similar terms ?

**Mr. J. A. Thorne :** (a) and (b). The Government of India have never had any occasion to consider whether Mr. Nadedkar should be permitted to return to India or not. They understand that he has assumed Mexican nationality.

(c) One. The answer to the second part of the question is no.

(d) I would refer the Honourable Member to the reply given by me earlier this week to Sardar Mangal Singh's starred question No. 67.

#### REFUSAL TO GRANT PASSPORTS TO SRIMATI KAMLA DEBI AND OTHER PERSONS.

161. **\*Mr. Mohan Lal Saksena :** (a) Will the Honourable the Home Member lay on the table a statement giving the names and addresses of persons to whom passports were refused during the last twelve months, with the reasons for the refusal ?

(b) Under the new constitution which authority is responsible for the issue of passports ?

(c) Have there been any modifications in the rules since 1st April, 1937 ?

(d) Is it a fact that passport was refused to Srimati Kamla Debi, a Congress socialist leader ? If so, will the Honourable the Home Member state the reasons for which it was refused ?

(e) Are Government prepared to consider the advisability of cancelling the order and granting Srimati Kamla Debi a fresh permission ?

**Mr. J. A. Thorne :** (a) I invite the Honourable Member's attention to the statement laid on the table of the House on the 23rd of this month in reply to his question No. 745. That statement gives the number of passports refused during 1936 as 224. The number of cases reported to us in which passports have been refused during the seven months ending the 31st July last is 26. It would not be in the public interest to furnish the names of the persons to whom passports have been refused and the reasons for refusal : but the great majority of refusals have been made because the applicants were not in a position to support themselves abroad.

(b) The grant of a passport is a prerogative of His Majesty the King who has delegated this power to His Excellency the Governor General in so far as India is concerned.

(c) No.

(d) The reason for refusing this lady a passport was given by Sir Henry Craik on the 9th February last in reply to Professor Ranga's question No. 385.

(e) No question of refusal can arise unless the lady makes another application. The question is thus hypothetical.

**CONFISCATION OF THE PHOTO ENLARGEMENT OF JATINDRA NATH DAS.**

162. \***Mr. Mohan Lal Saksena** : (a) With reference to the answer to question No. 424 on the 19th February, 1937, will the Honourable the Home Member be pleased to state when the photo enlargement of Jatindra Nath Das was confiscated ?

(b) Was any notification issued to that effect and for what reasons ?

(c) Is it not a fact that Jatindra Nath Das was never convicted for any revolutionary offence ?

(d) Was the publication of Jatindra Nath Das' photograph ever declared unlawful ? If so, when and under what law ? Was the declaration made before or after the seizure of the photograph from the Mahabir Jain Library, Delhi, on the 11th August, 1936 ?

(e) What have Government done with the photo enlargement ? Has it been destroyed ? If not, are Government prepared to return it to the Library ?

**Mr. J. A. Thorne** : (a) In August, 1936.

(b), (d) and (e). The photograph was confiscated by orders of the Additional District Magistrate, Delhi, under the provisions of section 16 of the Indian Press (Emergency Powers) Act, 1931. That section provides that a magistrate may order the destruction of documents which have been confiscated. I do not know whether this has been done in this instance but in any case Government are not prepared to revise the Magistrate's orders under the Act.

(c) He was under trial in the Lahore Conspiracy case when he committed suicide.

**DISTRIBUTION OF CORONATION MEDALS IN INDIA.**

163. \***Mr. C. N. Muthuranga Mudaliar** : Will the Honourable the Home Member please state :

(a) whether it is a fact that the Government of India were responsible for the arrangements made this year in India for the distribution of Coronation medals ;

(b) the number of medals which it was originally intended should be distributed by the Government of India as well as by the various Provinces and Administrations ;

(c) the number of medals actually distributed ;

(d) whether the distribution is now complete ;

(e) the categories of persons to whom the medals were distributed ;

(f) whether all Provincial Governments were consulted in regard to the distribution of medals ; and

(g) whether it was arranged that each province or area should distribute a certain number of medals, and if so, whether the quota was completed by all the provinces ?

**Mr. R. F. Mudie** : (a) No. The Viceroy was responsible for the distribution of the Coronation Medal.

(b) 26,500 Medals.

(c) and (d). Information is not available at present.

(e) The Medal was awarded to officials distinguished by their responsible position and good work and to non-officials who had distinguished themselves as eminent citizens and public workers.

(f) and (g). Separate allotments of the Medal were made to each Provincial Government and Administration. No information is available whether they have fully distributed their quota.

#### PRISONERS IN THE CHARGE OF GOVERNMENT OF INDIA.

164. \*Mr. C. N. Muthuranga Mudaliar : (a) Will the Honourable the Home Member please state who are the prisoners for whom the Government of India are now responsible, that is after the 1st April, 1937, and what is the authority under which they are in charge of those prisoners ?

(b) Is it proposed to release them or hand them back to the provinces to which they belong ? If not, why not ?

(c) Have any Provincial Governments requested the return to them of such prisoners ; and if so, with what result ?

Mr. J. A. Thorne : (a) Unless and until prisoners, who immediately before the 1st April, 1937, were confined in a prison in a Chief Commissioner's Province, are removed to a prison in a Governor's Province by an order of the Central Government made with the consent of the Government of the Governor's Province concerned under section 29 of the Prisoners Act, 1900, as adapted by the Government of India (Adaptation of Indian Laws) Order, 1937, the Government of India remain responsible for such prisoners. The authority for the continued detention of such prisoners in such prison is contained in section 15 of the Prisoners Act, 1900, and the authority of the Central Government arises from the fact that their authority extends to all subject matters in a Chief Commissioner's Province.

(b) The Government of India have no power to order the premature release of prisoners who were not sentenced by courts in the Centrally Administered Areas but who are serving their sentences in jails in those areas.

(c) Requests have been received from some Provincial Governments for the return of their prisoners confined in the Andamans, and the reasons for not acceding to their requests at the present juncture are stated in the Home Department Communiqué, dated the 11th August.

#### ADMINISTRATION OF JAIL RULES, ETC.

165. \*Mr. C. N. Muthuranga Mudaliar : Will the Honourable the Home Member please state whether Government are aware that the various Provincial Governments have under consideration the question of liberalising the administration of jail rules and the conditions of existence of the jail population of different categories ? If so, will they consider the desirability of falling into line with those Provincial Governments ? If not, why not ?

**Mr. E. F. Mudie :** Government have seen certain reports which have appeared in the press about jail reform but they are not aware of the detailed proposals of those Provincial Governments which contemplate action in this direction. It is, therefore, premature to speak of falling into line with the Provincial Governments.

REPORTS OF THE WHEELER AND MAXWELL COMMITTEES ON THE REORGANISATION OF THE SECRETARIAT.

166. **\*Mr. C. N. Muthuranga Mudaliar :** (a) Is the Honourable the Home Member prepared to consider the desirability of publishing for general information the reports of the Wheeler and Maxwell Committees on the reorganisation of the Secretariat and other allied problems? If not, why not?

(b) Has any action been taken on the reports mentioned above? If so, will Government please lay a statement on the table of the House? If not, are they prepared to consider the desirability of consulting the Assembly before taking any action?

**Mr. E. F. Mudie :** (a) The Wheeler Committee Report will be published as soon as it is found practicable to do so but the Report known as the Maxwell Report will not be published as it is really only a confidential note prepared by certain Secretariat Officers on points arising out of the Wheeler Committee Report.

(b) The recommendations of the Wheeler Committee are still under consideration.

HUNGER-STRIKE BY TERRORIST PRISONERS IN THE ANDAMANS.

167. **\*Seth Govind Das :** Will the Honourable the Home Member be pleased to state :

- (a) whether it is a fact that nearly 200 terrorist prisoners in Andamans have been on hunger-strike since the 24th of July last ;
- (b) whether it is a fact that some doctors and surgeons have been sent from India to attend on them ;
- (c) whether Government received a representation from those prisoners requesting for release ;
- (d) what the Government *communiqué* has been on the petition ;
- (e) whether Government directed them to approach their respective Provincial Governments for redress ; and
- (f) whether Government did anything further in the matter, and if so, what action they took ?

**Mr. J. A. Thorne :** (a) to (f). The Honourable Member's questions are covered by the answers I gave to the short notice questions on the 23rd instant and by the Home Department Communiqués, dated the 30th July and 11th August.

ANTI-INDIAN FILMS.

168. **\*Seth Govind Das :** Will the Honourable the Home Member be pleased to state :

- (a) whether they are aware that Sir Phiroze Shah Sethna, President of the Motion Picture Society, India, has

addressed a communication of protest, to the Secretary of State of the Government of America, deploring the systematic and invidious propaganda recently carried on by Hollywood producers in producing pictures either wholly anti-Indian or partly so, with particular reference to "Bengali" and "India speaks";

- (b) whether Government have taken any steps in the matter on their own;
- (c) if not, whether they propose doing anything in the matter;
- (d) if so, what they propose doing and, if not, what their reasons are for not doing anything; and
- (e) whether they propose to adopt a serious attitude towards such propoganda by appealing to the various Governments within the Empire to ban such films; if not, why not?

**Mr. J. A. Thorne :** (a) I have seen the press report on the subject.

(b)—(e). I would refer the Honourable Member to the reply given by Sir Henry Craik to Dr. Banerjee's question No. 377 on the 16th September, 1935, and to the statement which was laid on the table of the House on the 31st August last in reply to Mr. Ananthasayanam Ayyangar's question No. 1650.

#### UNSTARRED QUESTIONS AND ANSWERS.

##### SAFEGUARDING OF THE RIGHTS OF MUHAMMAD ALI AND COMPANY IN ABYSSINIA.

**26. Dr. Ziauddin Ahmad :** (a) Will the Foreign Secretary be pleased to state if it is a fact that Muhammad Ali and Company doing business in Abyssinia are not allowed by the Italian Government to despatch the proceeds of liquidation of the stock and properties to any Bank convenient to the Company?

(b) Will Government be pleased to state all the facts of the case, and specially the action taken by them to safeguard the rights of the Indian firm?

**Lieut.-Colonel A. E. B. Parsons :** (a) His Majesty's Government have obtained an undertaking from the Italian Government to give all possible facilities to the Company for exporting the proceeds of the liquidation from Abyssinia.

(b) A brief history of the case is laid on the table. The Government of India have been in constant communication with His Majesty's Government regarding the case.

##### Expulsion of the firm of Messrs. Muhammad Ali and Company from Abyssinia.

###### *A brief statement of the case.*

The firm of Messrs. Muhammad Ali and Company, who have long been established in Abyssinia, received an order on the 6th March, 1937, from the Italian Governorate-General to close their premises and cease from all forms of commercial activity. His Majesty's Representative at Addis Ababa immediately reported the facts to His Majesty's Government and also asked the Italian authorities for more time to be given before the orders were carried out. His Majesty's Government at once instructed their Ambassador at Rome to make representations to the Italian Government. Meanwhile the firm decided to liquidate and to enter into negotiations with an Italian firm.

As a result of the representations made by His Majesty's Ambassador, the Italian Government undertook to allow the firm complete liberty of action in carrying out liquidation. They also agreed to grant a reasonable period for the liquidation to be carried out, and so far have fixed no time limit either for this or for the withdrawal from Abyssinia of those employees of the firm who would be charged with carrying out the liquidation. They also undertook to give all possible facilities to the firm for exporting the proceeds of the liquidation from Abyssinia. The latest reports received show that negotiations between the firm and Italian interests for the disposal of property have reached an advanced stage. His Majesty's Government have given every assistance to the firm and will continue to do so as need arises, and His Majesty's Consulate-General at Addis Ababa have been in daily touch with the firm's representatives.

#### MUSAFIRKHANA KNOWN AS ZAWIYA IN DAMASCUS.

27. **Dr. Ziauddin Ahmad :** (a) Will the Foreign Secretary be pleased to state whether it is a fact that the Musafirkhana known as Zawiya was founded by a Sindhi Muslim for the benefit of Sindhi Muslims in Damascus (Harat Nakkasha) ?

(b) Is it a fact that the Zawiya is not in good condition and the British Consul demanded £150 for its repairs ?

(c) Did the Government of India pay the amount or issue an appeal for this money from wealthy Mussalmans ?

(d) In whose possession is the Zawiya at present ?

(e) Did Government press that the Zawiya be handed over to the Sindhi Anjuman irrespective of the number of members ?

(f) How is the Zawiya being used at present and who collects the rent ?

(g) Is it a fact that Mr. Yusuf in the British Consulate sold some of the shops belonging to the Zawiya and in what way was the sale money utilised ?

**Lieut.-Colonel A. E. B. Parsons :** (a), (d) and (f). The Honourable Member's attention is invited to the answer given by Sir Aubrey Metcalfe on the 16th February last to part (b) of Mr. M. Asaf Ali's starred question No. 399.

(b) and (c). In 1934 the British Consul, Damascus, reported that the Zawiya was not in good condition and asked for a grant of £150 for repairs on behalf of the Syrian Awkaf Administration. This request was brought to the notice of certain leading Mussalmans in Sind, who, however, did not respond. No grant was made by Government.

(e) No.

(g) The statement has no foundation.

#### GAZETTED OFFICERS GRANTED EXTENSIONS.

28. **Dr. Ziauddin Ahmad :** (a) Will the Honourable the Home Member be pleased to place on the table of the House a list of the Gazetted Officers to whom extension in service has been given during the last two years, i.e., since April 1935 ?

(b) Will Government be pleased to define the meaning of the words "on public grounds" ?

(c) Did Government satisfy themselves in each case that the interests of the officers just below those to whom extension was given would not substantially suffer ?

**Mr. J. A. Thorne :** (a) I would refer the Honourable Member to the reply given on the 30th March, 1937, to Mr. Mohan Lal Saksena's starred question No. 741. There were only six gazetted officers to whom extensions of service were given in the calendar year 1936 after their having reached the age of 55. The number for the full period mentioned by the Honourable Member will be ascertained.

(b) and (c). The words "on public grounds" refer to the interests of good administration as opposed to the personal interests, either of the incumbent of a post or of persons who may hope to succeed him. The qualifications of possible successors are of course taken into consideration in making a decision.

#### RESTRICTION ON KAZI ABDUL WALI KHAN OF PESHAWAR AGAINST HIS RETURN TO INDIA.

**29. Mr. Abdul Qaiyum :** (a) Will the Foreign Secretary please state whether it is a fact that Kazi Abdul Wali Khan of Peshawar left India for Afghanistan and thus avoided his arrest during the Rowlett Act agitation and that he has been living in different parts of Europe ever since ?

(b) Is there any restriction on his return to India ?

**Mr. J. A. Thorne :** (a) He left India of his own accord in 1919. Government have no information regarding his whereabouts.

(b) None, so far as I am aware.

#### CLASSIFICATION OF THE PESHAWAR CANTONMENT.

**30. Mr. Abdul Qaiyum :** (a) Will the Defence Secretary please state if it is a fact that the Peshawar Cantonment should have been a class I Cantonment in view of its population ?

(b) If the answer to part (a) be in the affirmative is it a fact that the Governor General in Council has placed it in class II ? If so, what are the reasons which led to such a decision being taken ?

**Mr. C. M. G. Ogilvie :** (a) The answer is in the affirmative.

(b) Yes. This was done under the proviso to section 13 (1) of the Cantonments Act, 1924, the reason being that owing to frequent movements of military personnel on active military duties it is not always possible to supply the full number of military members required for a class I Cantonment.

#### RE-NOMINATION OF THE SAME MUSLIM MEMBER TO THE PESHAWAR CANTONMENT BOARD.

**31. Mr. Abdul Qaiyum :** (a) Will the Defence Secretary please state whether it is a fact that the solitary Muslim member of the Peshawar Cantonment Board has been repeatedly nominated since 1924, and is it also a fact that prior to this the said Muslim member acted as a nominated member of the Peshawar Cantonment Committee from 1913—1918 and 1923—1924 ?

(b) Is it a fact the Peshawar Cantonment Muslim Association—a registered and representative body of Muslims—has been constantly protesting against the continuous and repeated re-nomination of the said Muslim member, and is it a fact that all their representations have been persistently ignored ?



(c) Is it a fact that sub-section 6 of section 13 of the Cantonment Amendment Act, 1936 (Act No. XXIV of 1936) empowers the Officer Commanding the Station, with the sanction of Officer Commanding-in-Chief the Command, to nominate a non-official resident of the Cantonment as a member of the Board in place of any military officer ?

(d) If the answer to part (a) be in the affirmative, are Government prepared to instruct the Officer Commanding the Station not to re-nominate the said Muslim member in view of the repeated protests from the Muslim public, but to nominate some other gentleman instead ?

**Mr. C. M. G. Ogilvie :** I am collecting the information and will lay it on the table in due course.

### STATEMENTS LAID ON THE TABLE.

*Information promised in reply to starred question No. 436 asked by Mr. Amarendra Nath Chattopadhyaya on the 23rd February, 1937.*

#### STAFF RETRENCHED ON STATE RAILWAYS.

A statement giving the required information is laid on the table of the House.

##### *Statement relating to the State-managed Railways*

showing :—

- (i) The number of staff retrenched during April, 1936—December, 1936 ;
- (ii) The number of Anglo-Indians and Europeans appointed during this period ;
- (iii) The amount of saving resulting from retrenchment referred to in (i) ; and
- (iv) The expenditure involved in the appointments referred to in (ii).

Name of Railways.	(A) No. of Staff re- trenched during April 1936 to December 1936.			(B) No. of Anglo- Indians and Europeans appointed during April 1936 to December 1936.		(C) Amount of saving resulting from retrench- ment referred to in column (A).	Expenditure involved in the appoint- ments re- ferred to in column (B).				
	Labourers & infe- rior servants.	Subordinates.	Gazetted officers.	Anglo-Indians.	Europeans.						
Eastern Bengal Railway ..	116	7	Nil	29	6	Rs. 36,999	a. 0	p. 0	Rs. 21,945	a. 0	p. 0
Great Indian Penin- sula Railway ..	799	103	Nil	18	1	1,95,382	11	0	13,583	13	0
East Indian Railway	380	6	Nil	68	8	37,496	0	0	17,382	0	0
North Western Rail- way ..	578	13	Nil	41	2	65,105	0	0	6,393	0	0

NOTE.—Appointments mentioned in column (B) were made to fill vacancies caused by normal wastage.

*Information promised in reply to part (c) (ii) of unstarred question No. 43 asked by Seth Haji Sir Abdoola Haroon on the 6th March, 1937.*

**PROPOSED SALE OF CERTAIN AREAS IN THE KARACHI CANTONMENT.**

The following is the list of plot holders in the various blocks marked out for disposal.

*Statement showing Sites occupied by Houses in Blocks B, C and F.*

General land Register Survey No.	Class.	Area.	Tenure.	Holders of occupancy rights.	Remarks.
<i>Block B.</i>					
40-A	B. 3	1,600 sq. ft.	Old grant ..	Bawa Pancham Dass.	
44	B. 3	900 sq. ft.	Old grant ..	Hindu Community.	Temple.
46	B. 3	.26 acre	Old grant ..	Kalka Prasad ..	Temple.
49	B. 3	2,280 sq. ft.	Old grant ..	Muslim Community.	Mosque.
<i>Block C.</i>					
137	B. 3	.25 acre	Old grant ..	'K. S. Haji Ghulam Mahomed Hussein' for Muslim Community.	Mosque. Includes a garden on a special 5 year lease which terminates on 14th December 1939. Area of garden .133 acre.
<i>Block F.</i>					
Nil.					

*Information promised in reply to starred question No. 594 asked by Mr. C. N. Muthuranga Mudaliar on the 9th March, 1937.*

**LOANS ADVANCED TO STATES AND OTHERS.**

(a) and (b). A statement is laid on the table. All the outstanding loans to Indian States are being repaid in accordance with the prescribed programme.

Statement showing all loans granted to Indian States which are still outstanding.

Name of State.	Amount of loans.	Purpose.	Terms.	
			Rate of interest.	Annual instalment.
1. Phalton ..	Rs. 3,00,000	1928. Rehabilitation of State finances.	6%	Rs. 30,000 plus interest.
2. Tripura ..	9,00,000	1933. Rehabilitation of State finances.	6%	92,666
3. Alwar ..	25,00,000	Rehabilitation of State finances.	4½%	2,44,000
4. Tonk ..	1,50,000	1934. Construction of a bridge on an important road passing through the State.	4½%	15,000
5. Bahawalpur.	32,03,200	Payment of debts in the Account Current.	4½%	3,03,414-12-9
6. Bahawalpur.	12,41,95,900	1935. State's share of expenditure on the Sutlej Valley Project.		Principal and interest are to be repaid in 50 years by instalments rising from 15 lakhs in 1935-36 to 55 lakhs in 1944-45 and subsequent years. 3,52,000 (approximately). 10,000
7. Dhran-gadhra.	55,00,000	Rehabilitation of State finances.	4%	3,52,000 (approximately). 10,000
8. Dir ..	2,00,000	Assistance in administration of State whose stability is an important element in north-west frontier policy.	Free of interest.	10,000
9. Chitral ..	1936 1,00,000		..	10,000

Statement showing the loans granted to Indian States since 1930 which have been repaid in full.

Name of State.	Amount of loan.	Purpose.	Rate of interest.
1. Manipur	Rs. 99,000	1930. Flood relief .. ..	6%
2. Khairpur ..	5,00,000	1931. Rehabilitation of State finances ..	6½%
3. Patiala ..	25,00,000	1932. Payment of debts in the Account Current.	6½%
4. Bharatpur ..	56,00,000	Rehabilitation of State finances ..	6%
5. Nawanagar ..	25,00,000	1933. Public Works .. ..	4½%
6. Orcha ..	5,46,400	1934. Substitution of British Indian coinage for State coinage.	4½%

Information promised in reply to starred questions Nos. 809 and 810 asked by

POSTS OF GAZETTED OFFICERS CREATED IN

Statement showing the numbers and designation of new posts of Gazetted Status above the rank of Sup Question No. 809.

Department of office.]	Posts created in 1934.				Posts created		
	No.	Designation.	Pay.	Name of officer appointed.	No.	Designation.	Pay.
Home Department Secretariat.	1	Officer on Special Duty. (From 15th November 1933 to 28th February 1934.)	Rs. 900 .. Special Pay 200 .. O. P. 250.	Mr. R. K. Nehru, I.C.S.	1	Officer on Special Duty.] (From 10th January 1935 to 26th March 1935).	Rs. 800 .. Special Pay Rs. 200. S.O.P. £25.
	1	Additional Deputy Secretary. (From 31st October 1934 to 31st December 1934.)	Rs. 1,275 .. Special Pay 400 .. S. O. P. £25.	Mr. G. W. McElhinny, I.C.S.	1	Additional Joint Secretary. (November to December).	Rs. 3,000 .. S. O. P. £13-6-8.
Home Department—Attached Offices.  Office of the Intelligence Bureau.					1	Officer on Special Duty (From 20th April 1935 to 1st November 1935).	Rs. 1,300 ..
					1	Additional Deputy Secretary (From 1st January 1935 to 31st December 1935.)	Pay up to 31st October 1935 Rs. 1,350. Special Pay Rs. 400. S. O. P. £25 Pay from 1st November 1935 Rs. 1,425. Special Pay Rs. 400. S. O. P. £30.
	4	Assistant Director of Intelligence, Peshawar.	Pay of G. S. O. II or III and Special Pay Rs. 100 in the case of Military officers. Pay of rank and S. P. Rs. 150 in the case of I. P. officers as subsequently revised.)	Major J. Bruce Scott. Captain R. N. Bacon. Captain E. K. Wood. Captain J. B. P. Seacombe.	6	Central Intelligence Officers.	Senior Scale I. P. plus Special Pay Rs. 200 and benefits of next below rule (S. P. will be merged in pay proper when officer draws D. I. G.'s pay).
	1	Deputy Superintendent of Police, Peshawar.	Rs. 300—25—700 plus Special Pay Rs. 100.	Mr. J. E. L. Cole.	9	Deputy Central Intelligence Officers.	Rs. 300—25—700 Special Pay Rs. 100.
	1	Officer on Special Duty.]	Rs. 1,750 .. Special Pay Rs. 100. O. P. £13-6-8.	Mr. N. P. A. Smith.			

*Mr. C. N. Muthuranga Mudaliar on the 31st March, 1937.*

THE GOVERNMENT OF INDIA OFFICES.

*Officials created in 1934, 1935 and 1936 in certain Departments and Offices attached thereto.*

in 1935.	Posts created in 1936.				Remarks.
Name of officer appointed.	No.	Designation.	Pay.	Name of officer appointed.	
Mr. A. P. Hume, I.C.S.	1	Additional Joint Secretary. (January to 2nd April 1936.)	Rs. 3,000 S. O. P. £13-6-8.	Mr. J. A. Thorne, I.C.S.	
Mr. J. A. Thorne, I. C.S.	1	Officer on Special Duty. (22nd October 1936 to 31st December 1936.)	Rs. 1,400	Mr. A. H. Joyce.	
Mr. A. H. Joyce	1	Additional Deputy Secretary.	Pay upto 31st October 1936 Rs. 1,425 Special Pay Rs. 400.	Mr. G. W. McElhinny.	
Mr. G. W. McElhinny		(From 1st January 1936 to 29th October 1936.)	S. O. P. £30. Pay from 1st November 1936 Rs. 1,500. Special Pay Rs. 400. S. O. P. £30.		
	1	Additional Under Secretary. (23rd November 1936 to 31st December 1936.)	Rs. 700 Special Pay Rs. 300. S. O. P. £15.	Mr. H. S. Stephenson.	
Mr. M. F. Cleary Mr. E. A. C. King. Mr. W. N. P. Jenkin Mr. C. B. B. Murray.* Mr. F. L. Underwood.* Mr. N. P. A. Smith.*	1	O. S. D.†	Rs. 3,000 O. P. £13-6-8.	Sir John Ewart	*Appointed in 1936.
	1	O. S. D.‡	Rs. 1,250 S. P. 200 O. P. £30.	Mr. G. W. Benton.	†Temporary from 16th March 1936 to 24th March 1936.
	1	O. S. D.§	Senior Scale I. P. Special Pay Rs. 300.	Mr. H. W. Hale	‡Temporary from 6th October 1936 to 15th October 1936.
R. B. P. C. Roy R. B. G. J. Rego.* K. S. Tajud-Din. Mr. Irshad Hussain. R. B. G. R. Ayyangar.* R. S. J. C. Dutta.* K. S. M. H. S. Nagvi.* Mr. S. D. Shukul.* Mr. C. M. Jha.*	1	Deputy Superintendent of Police¶	Rs. 575 Special Pay Rs. 150.	Mr. S. C. A. Lyon.	¶Temporary.
	1	Additional Deputy Director.	Rs. 1,950—50— 2,150. Special Pay Rs. 100. O. P. £13-6-8.	Mr. D. Pilditch.	Temporary from 23rd March 1934 to 7th April 1934.

Department or Office.	Posts created in 1934.				Posts created in		
	No.	Designation.	Pay.	Name of officer appointed.	No.	Designation.	Pay.
Office of the Intelligence Bureau.	1	O. S. D.* ..	Senior scale I. P. plus S. P. Rs. 300.	Mr. J. F. Cowgill.	..		
	1	Superin- tendant of Police.†	Senior Scale I.P. plus S. P. Rs. 200.	Mr. M. F. Cleary.	..		..
Office of the Bureau of Public In- formation.	..	..	..	..	..		..
Office of the Federal Public Ser- vice Com- mission.	..	..	..	..	..		..
External Affairs De- partment.	1	Assistant Sec- retary (17th September 1934 to 1st January 1935.)	1,000—80—1,200	Raj Bahadur S. C. Biswas.	1	Additional Deputy Sec- retary (26th June 1935 to 30th Sep- tember 1935.)	Grade pay in the I.C.S. plus Special pay of Rs. 300 p.m.
					1	Under Sec- retary (General) (Temporary 14th Octo- ber 1935.)	Pay in the I.A. and A.S. plus S. P. of Rs. 300 p.m.
Defence Department	..	..	..	..	1	Assistant Sec- retary (Tem- porary.)	Rs. 1,000—50— 1,250.
					1	Assistant Sec- retary (San- ctioned from 3rd May 1935 to 1st N o v e m- ber 1935.)	Rs. 1,000—80— 1,250.
Defence Department— Attached Office. Principal Sup- ply Officers Committee (India).	1	Secretary, P.S.O.C. (I).	1,530	..	..	..	..
				Capt. T. I. Bate, I.A.O.C.	..		..

1935.	Posts created in 1936.				Remarks.
Name of officer appointed.	No.	Designation.	Pay.	Name of Officer appointed.	
	..		..		*Temporary from 5th November 1934 to 15th February 1935.
	..				†Temporary converted into permanent post of C. I. O. in 1935.
	3	(i) Additional Deputy Director, Public Information. (2).	Rs. 1,300 plus O.P. Ra. 177/12/- (1,200—50—1,400). Ra. 750	Mr. E. H. Phillip.	
		(ii) Chief Superintendent.	500—20—600.	Mr. S. C. Guha Thakurta.	
	1	Assistant Secretary and Supervisor of Examinations.	Rs. 750—25—900.	Mr. M. Shamsul-Islam. Mr. F. E. Quraishi.	
Mr. Akhtar Hussain, I.C.S.	1	Additional Deputy Secretary (Foreign) (Temporary 1st April 1936.)	Pay in the time scale of the Political Department plus S.P. of Rs. 400 p.m. subject to maximum of Rs. 2,250 p.m.	Mr. K. P. S. Menon.	
Mr. G. K. S. Sarma					
R. B. S. S. Ghosh (from 1st March 1935 to 1st November 1935.) R. B. A. P. Dube (from 2nd November 1935 to 14th January 1936.) Mr. R. W. Simpson (from 15th January 1936 to 14th March 1936.) R. B. A. P. Dube (from 15th March 1936 to 26th March 1936.)	1	Officer-in-Charge, Navy, Office Section (Sanctioned for year from 1st March 1936.)	Rs. 1,150† Rs. 1,375‡ Rs. 1,450‡	Lieut. Com. J. T. S. Hall, R.I.N.	‡Consolidated. {Pay revised from 1st June 1936 to pay of grade and allowances, plus Staff allowance of Rs. 400 p.m. {The post was held in abeyance from 27th March 1936.
R. B. A. P. Dube	..	1	Officer on Special Duty (from 1st February 1936 to 23rd April 1936.)	Rs. 1,450	.. Lt.-Col. S. B. Jackson.
	1	Officer on Special Duty (from 24th April 1936 to 1st October 1936.)	Rs. 1,000	..	Capt. C. S. Lazenby.
	1	Temporary Civilian Technical Officer (Engineer.)	Rs. 1,300	..	Lt.-Col. C. Freedy. (Retired).
	1	Temporary Civilian Technical Officer (Chemist.)	Rs. 1,600	..	Dr. W. A. K. Christie.

Department or office.	Posts created in 1934.				Posts created in		
	No.	Designation.	Pay.	Name of officer appointed.	No.	Designation.	Pay.
Department of Education, Health and Lands Secretariat.	1	Officer on Special Duty (3-8-34 to 31-10-34).	Rs. 1,850 inclusive of special pay.	Mr. K. P. S. Menon, I.C.S.	..		
<i>Do.—Attached Offices.</i>							
Office of the Director General, Indian Medical Service.	1	Officer on Special Duty (26-10-34 to 9-12-34).	Rs. 1,800 ..	Major A. N. Sharma, I.M.S.	1	Officer on Special Duty (9-9-35 to 24-4-36).	Rs. 1,950 ..
Industries and Labour including the Office of the Consulting Engineer to the Government of India (Roads) Secretariat.	1	Officer on Special Duty for Reconnaissance and Road Survey in the Eastern States and Orissa (lasted from 12-11-34 to 14-9-35 only).	Pay in the senior scale of the I. S. E. plus special pay of Rs. 100 p. m.	Mr. L. S. Adlard, I.S.E.	..		
	1	Assistant to the Consulting Engineer to the Government of India (Roads).	Do. ..	Mr. R. L. Sondhi, I.S.E. (up to 8-10-36, vacant from 9th to 21st October 1936).	..		..
			Rs. 390 p. m. in the scale of Rs. 350—50—750 plus special pay of Rs. 100 p. m.	Mr. Jagdish Prasad (from 22-10-36).	..		..
<i>Do. Attached Offices.</i>							
Office of the Controller of Broadcasting.	..	..		..	1	Controller of Broadcasting.	Rs. 2,000—50—2,200.



1935.	Posts created in 1936.				Remarks.
Name of officer appointed.	No.	Designation.	Pay.	Name of officer appointed.	
Maj. A. D. Loganandan, I.M.S.	1	Officer on Special Duty (12-9-36 to 23-10-36).	Rs. 1,200 .. S. P. Ra. 250 and S. O. P. £25.	Mr. A. P. Hume, I.C.S.	
	1	Do. (2-11-36 to 31-1-37).	Rs. 3,500 ..	Sir James Pitkeathly, Kt.	
	1	Do. (26-5-36 to 8-7-36).	Rs. 2,100 inclusive of special pay S. O. P. £30.	Mr. G. S. Bozman, I.C.S.	
	1	Do. (14-11-36 to 26-11-36).	Rs. 1,825 inclusive of special pay O. P. Ra. 300.	Mr. R. K. Nehru, I.C.S.	
	1	Do. (27-11-36 to 7-2-37).	Rs. 2,200 inclusive of special pay S. O. P. £30.	Mr. G. S. Bozman, I.C.S.	
	1	Leader of Malaya Deputation (27-11-36 to 7-2-37).	..	The Rt. Hon. V. S. S. Shastri, P.C.C.H.	
	1	Deputy Public Health Commissioner with the Government of India from 22-6-36.	Rs. 1,000 plus £25 overseas pay.	Capt. A. W. West, I.M.S.	
..	1	Additional Deputy Secretary (for 2 years from 1-4-36).	Pay in the senior scale of the I.C.S. plus Spl. Pay of Rs. 400 p. m.	Mr. N. Mahadeva Ayyar, I.C.S.	
	1	Officer on Special Duty (from 3rd to 11th Feb. 1936).	Pay in the senior scale of the I.C.S. plus special pay of Rs. 400 p. m.	Mr. J. A. Mackeown.	
	1	Officer on Special Duty from 8th to 23rd July 1936.	Rs. 1,950 p. m. plus special pay of Rs. 250 p. m.	Mr. L. B. Gilbert, I.S.E.	
Mr. Lionel Fielden ..	1	Chief Engineer, All-India Radio.	Rs. 1,850—50—1,850.	Mr. C. W. Goyder.	
	1	Deputy Controller of Broadcasting.	Rs. 920 (personal)	Mr. A. S. Bokhari.	

Department or office	Posts created in 1934.				Posts created in		
	No.	Designation.	Pay.	Name of officer appointed.	No.	Designation	Pay.
Office of the Director of Civil Aviation in India.	1	Chief Inspector of Aircraft.	Senior time scale of I. S. E.	Mr. A. S. Lane Mr. J. A. O'Brien (from 30th November 1936).	1	Engineer Officer	Senior time scale of I.S.E.
	1	Engineer Officer (Temporary).	Rs. 1,370 p.m. plus Rs. 145 p.m. if the Officer marries.	Captain A. G. Wyatt, R.E.	1	Technical Officer.	Rs. 1,000—50—1,200.
Indian Stores Department, Office of the Chief Controller of Stores.	1	Director, Industrial Research Bureau.	Rs. 2,250+ £13-6-8 (personal to Mr. Brodie).	Mr. N. Brodie (a).	1	Aircraft Inspector.	Junior time scale of I.S.E.
	1	Assistant Director, Industrial Research Bureau.	(Old scale Rs. 950—50—1,200) (New Scale Rs. 740—35—950).	Mr. E. Dixon (Old scale) (b).	..	..	..
Office of the Director General, Posts and Telegraphs.	1	Deputy Director-General, Finance.	Rs. 1,500—60—1,800 plus additional pay of Rs. 300 representing General time scale, Class I of Indian Audit.	Mr. Zahid Hussain, I.A. & A.S.	..	..	..
	1	Assistant Deputy D. G. (Temporary).	Grade pay of the Officer holding the post plus offg. pay of Rs. 250.	†Mr. H. C. Hogg (Anglo-Indian) an officer of the Telegraph Traffic Service, Class II.	..	..	..
	1	Do. ..	Do. ..	Mr. A. Ghosh	..	..	..

1935.		Posts created in 1936.			Remarks.
Name of officer appointed.	No.	Designation.	Pay.	Name of Officer appointed.	
Mr. H. J. Paterson, I.S.E.	1	Administrative Officer.	Rs. 750—25—900	Mr. E. W. F. Rodgers. B.A. Sahib Dip Chand from 24th June 1936. Captain B. S. Leste.	
Mr. A. N. I. Worgers-Slade. Mr. E. M. Rossiter from 23rd April 1936. Mr. G. M. Randall ..	1	Technical Officer (Temporary).	Rs. 1,200 ..	..	
..	1	Assistant Director of Purchase (Engineering).	[Old scale Rs. 1,000—50—1,200]. New scale Rs. 740—35—950.	Mr. K. C. Pakraal (Old scale) (c).	(a) Mr. Brodie was appointed to the post by promotion. Mr. J. H. Wallace (Anglo-Indian) Head Draftsman was actually appointed in the chain in the lowest class of the cadre.
..	..	..	..	..	(b) Mr. Dixon was appointed to the post by promotion. Mr. Mohd. Ashiq was actually appointed in the chain in the lowest class of the cadre.
..	..	..	..	..	(c) Mr. K. C. Pakraal was appointed to the post by promotion. He was, however, posted to the Bombay Circle and the officer appointed in the chain in the Headquarters Office was first Mr. N. R. Palit, next Mr. R. P. Mathur and finally Mr. K. K. Bose. Mr. Bhagat was appointed as Assistant Controller of Purchase in the chain from the Inspection Branch in whose place Mr. R. N. Sarma has been recruited.
..	1	Assistant Deputy Director-General.	Grade pay of the officer holding the post plus special pay of Rs. 250.	*Mr. F. W. Taylor [Assistant Engineer, Wireless (European)]	* Pay Rs. 640 plus special pay Rs. 250.
..	1	Do. ..	Do. ..	†Mr. A. Ghosh [Superintendent, office of the D. G., P. and T.].	† Pay Rs. 500 plus special pay Rs. 250.
..	1	Do. ..	Do. ..	†Mr. E. D. Geils (Anglo-Indian) an officer of the Telegraph Traffic Service, Class II.	† Pay Rs. 490 plus Special pay Rs. 250.

Department or office.	Posts created in 1934.				Posts created in		
	No.	Designation.	Pay.	Name of officer appointed.	No.	Designation.	Pay.
Commerce Department Secretariat.	1	Officer on Special Duty (Temporary).	Rs. 3,000 ..	Mr. Sunil C. Sen.	1	Officer on Special Duty (Temporary).	Rs. 3,000 ..
					1	Do.	Rs. 2,250 ..
					1	Assistant Secretary (Temporary).	Rs. 1,000—50—1,200.
Do. Attached Offices.	..			Nil.	..		
Statistical Research Branch.	..				..		
Tariff Board	1	Technical Adviser, Tariff Board.	Rs. 1,200 ..	Mr. J. Addyman.	1	Secretary, Special Tariff Board.	Rs. 700 (Junior time-scale of the I. C. S.) plus Special pay Rs. 300.
Railway Deptt. (Railway Board) Secretariat (Permanent).	..		..		1	Director (d) ..	Rs. 2,600 in the scale of Rs. 2,500—100—3,000 plus S. O. P. of £13-6-8.
Temporary ..	..		..		1	Deputy Director.	Rs. 1,100 plus addition to pay Rs. 250 in the Scale of Rs. 550—50—1,300 plus Special pay Rs. 250.
Do. Attached Offices.	..						
Central Standards Office. (Permanent).	..	Chief Controller.	Rs. 3,000 plus Rs. 1,000 P. F.	Mr. J. M. D. Wrench, C.I.E.			
	2	Deputy Chief Controllers.	Rs. 2,250 plus O. S. P. £13-6-8.	Mr. L. H. Swain.			
	3	Assistant Chief Controllers.	1. Rs. 925 plus Special pay Rs. 150 plus O. S. P. £30. 2. Rs. 775 plus Special pay Rs. 150 plus O. S. P. £25. 3. Rs. 625 plus Special pay Rs. 150.	Mr. R. C. Case. 1. Mr. W. A. Nightingale. 2. Mr. W. D. Thompson. 3. Mr. A. Vasudevan.			

1935.		Posts created in 1935.			Remarks.
Name of officer appointed.	No.	Designation.	Pay.	Name of officer appointed.	
Mr. Susil C. Sen ..	1	Officer on Special Duty (Temporary).	Rs. 3,000 ..	Mr. Susil C. Sen	Post has since been abolished.
Mr. N. R. Pillai, I.C.S.	1	Additional Secretary (Temporary).	Rs. 4,000 ..	The Hon'ble Mr. H. Dow, C.I.E., I.C.S.	These posts have since been abolished.
Rai Sahib A. N. Puri ..	..	..	..	..	Post sanctioned up to 30th June 1937 only.
<i>Nil.</i>	..	..	..	<i>Nil.</i>	
Mr. C. M. Ker, I.C.S. ..	..	..	..	<i>Nil.</i>	The post of Secretary Tariff Board was revived from the 2nd October 1935 to the 1st April 1936.
Mr. E. Ingoldby ..	..	..	..	..	(a) From 6th April 1936 to 17th May 1936 and 2nd August 1936 to 14th October 1936.
Mr. K. M. Hassan ..	1	Member (c) ..	Rs. 4,000 ..	Mr. A. E. Tylden Pattenson.	(b) From 26th October 1936.
	1	Additional Deputy Director (a).	Rs. 1,350 plus S. P. Rs. 250.	Mr. Yakub Shah	(c) From 23rd April 1936.
	1	Assistant Director (b).	Rs. 600 plus S. P. Rs. 250.	Mr. K. Ubaid-ullah.	(d) Post was held in abeyance from 1st April 1932 and revived from 1st April 1935.
	1	O. S. D. (c) ..	Rs. 3,000 plus O. S. P. £13-6-8.	Mr. R. F. Mudie, C.I.E., O.B.E., I.C.S.	(e) Post was held in abeyance from 29th March 1932 and revived from 12th October 1936.

Department or office.	Posts created in 1934.				Posts created in		
	No.	Designation.	Pay.	Name of officer appointed.	No.	Designation.	Pay.
Central Standards Office (Temporary.)	..				3	Officers on Special Duty	Ra. 1,025 + S.P. Ra. 200 + O. S. P. £30. Ra. 675 + S.P. 150 + O. S. P. £25.
Legislative Department.	..				..		
Finance Department (including the C.B.R.).	1	Additional Secretary.	Ra. 4,000 ..	Mr. J. B. Taylor, C.I.E., I.C.S.	1	Additional Secretary.	Ra. 4,000 ..
	1	O. S. D.	Ra. 4,000 ..	Mr. M. L. Darling, C.I.E., I.C.S.	1	Temporary Member C.B.R.	Ra. 3,500 ..
	1	Temporary Member (C.B.R.).	Ra. 3,500 ..	Mr. W. W. Nind, C.I.E.	1	Officer on Special Duty	Ra. 2,450 .. S. P. 200. O. P. £13-6-8.
	1	Joint Secretary.	Ra. 3,000 .. O. P. £13-6-8.	Mr. P. C. Tallents, C.S.I., C.I.E. I.C.S.	1	Assistant Secretary.	Ra. 1,000 ..
	1	First Secretary (C. B. R.).	Ra. 900 .. S. P. 300.	Mr. E. R. Saksena.	1	Officer on Special Duty (C. B. R.).	Ra. 950 .. Special pay 300
					1	Additional Under Secretary (from 23rd October 1935 to 31st December 1935).	Ra. 800 .. Special pay 300 O. P. £25.
					1	Additional Under Secretary (from 2nd January 1935 to 15th April 1935).	Ra. 650 .. Special pay 300 O. P. £25.

1935.	Posts created in 1936.				Remarks.
Name of officer appointed.	No.	Designation.	Pay.	Name of Officer appointed.	
Mr. W. E. Gelson ..	..				
Mr. E. A. Blackwood	..			..	
	1	Additional Joint Secretary.	Rs. 3,000 plus £13-6-8.	Mr. A. deC. Williams, I.C.S.	
Mr. J. C. Nixon, C.I.E., I.C.S.	1	Additional Secretary.	Rs. 4,000 ..	Mr. A. J. Raisman, C.I.E., I.C.S.	
Mr. W. W. Nind, C.I.E.	1	Joint Secretary	Rs. 3,000 .. O. P. £13-6-8.	Mr. E. T. Coates.	
Mr. E. T. Coates, I.C.S.	1	Private Secretary to Hon'ble Member.	Rs. 1,150 .. Special pay 300. O. P. £25.	Mr. J. B. Bird, I.C.S.	
Mr. N. Sundaresan ..	..	..	..	..	
Mr. R. R. Saxena ..	1	Officer on Special Duty (C.B.R.).	Rs. 1,150 .. S. P. 300. O. P. £25.	Mr. J. B. Shearer, I.C.S.	
Mr. J. B. Bird, I.C.S.	1	Attaché ..	Rs. 650 .. Special pay 150.	Mr. Abdul Qadir.	
Mr. H. S. Stephenson, I.C.S.	1	Assistant Secretary.	Rs. 850 .. Special pay 250.	Mr. N. Sundaresan.	

**FILLING UP OF POSTS OF GAZETTED OFFICERS IN THE GOVERNMENT OF INDIA  
OFFICERS BY NON-INDIANS.**

*Question No. 810.*

*Statement showing the number of Gazetted Officers, posts above the rank of Superintendents in certain Departments of the Government of India Secretariat which were previously held by Indians were filled by non-Indians in 1934, 1935 and 1936 and the designation of such posts.*

Department.	No. of posts with designations.
Home .. .. .	1 Deputy Secretary.
Foreign (now External Affairs) .. ..	<i>Nil.</i>
Defence .. .. .	<i>Nil.</i>
Education, Health and Lands .. ..	<i>Nil.</i>
Industries and Labour [including the office of the Consulting Engineer to the Government of India (Roads)].	1 Under Secretary.
Commerce .. .. .	<i>Nil.</i>
Railway .. .. .	<i>Nil.</i>
Legislative .. .. .	<i>Nil.</i>
Finance .. .. .	<i>Nil.</i>

**ELECTION OF A MEMBER TO THE GOVERNING BODY OF THE  
INDIAN RESEARCH FUND ASSOCIATION.**

**Mr. President** (The Honourable Sir Abdur Rahim) : I have to inform the Assembly that upto 12 Noon on Thursday, the 26th August, 1937, the time appointed for receiving nominations for the Governing Body of the Indian Research Fund Association only one nomination was received. As there is only one vacancy, I declare Mr. George Joseph to be duly elected.

**THE INDIAN SECURITIES (AMENDMENT) BILL.**

**The Honourable Sir James Grigg** (Finance Member) : Sir, I beg to move for leave to introduce a Bill further to amend the Indian Securities Act, 1920 for a certain purpose.

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

“ That leave be granted to introduce a Bill further to amend the Indian Securities Act, 1920, for a certain purpose.”

The motion was adopted.

**The Honourable Sir James Grigg** : Sir, I introduce the Bill.

**THE DANGEROUS DRUGS (AMENDMENT) BILL.**

**Mr. A. H. Lloyd** (Government of India : Nominated Official) : Sir, I beg to move for leave to introduce a Bill further to amend the Dangerous Drugs Act, 1930, for a certain purpose.



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

“ That leave be granted to introduce a Bill further to amend the Dangerous Drugs Act, 1930, for a certain purpose.”

The motion was adopted.

**Mr. A. H. Lloyd** : Sir, I introduce the Bill.

### THE INDIAN PATENTS AND DESIGNS (AMENDMENT) BILL.

**The Honourable Sir Thomas Stewart** (Member for Industries and Labour) : Sir, I beg to move for leave to introduce a Bill further to amend the law relating to the protection of Inventions and Designs.

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

“ That leave be granted to introduce a Bill further to amend the law relating to the protection of Inventions and Designs.”

The motion was adopted.

**The Honourable Sir Thomas Stewart** : Sir, I introduce the Bill.

### THE INDIAN MINES (AMENDMENT) BILL.

**The Honourable Sir Thomas Stewart** (Member for Industries and Labour) : Sir, I beg to move for leave to introduce a Bill further to amend the Indian Mines Act, 1923, for certain purposes.

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

“ That leave be granted to introduce a Bill further to amend the Indian Mines Act, 1923, for certain purposes.”

The motion was adopted.

**The Honourable Sir Thomas Stewart** : Sir, I introduce the Bill.

### MOTION RE REPORT OF THE INDIAN RAILWAY ENQUIRY COMMITTEE.

**Mr. President** (The Honourable Sir Abdur Rahim) : As regards the motion which stands in the name of the Honourable Sir Saiyid Sultan Ahmad, it has been arranged that there should be a time limit for speeches. The arrangement that has been arrived at between the Leaders of the Parties and the Government is that the Movers of the amendments will have 25 minutes each and the Honourable Sir Saiyid Sultan Ahmad, who does not wish to make any speech when he moves the motion that the Report be taken into consideration, will speak after all the amendments have been moved and will have thirty minutes, and the other speakers will have 15 minutes each.

**Dr. Ziauddin Ahmad** (United Provinces Southern Divisions : Muhammadan Rural) : Is that your ruling, Sir ? Is it according to the Standing Order ?

**Mr. President** (The Honourable Sir Abdur Rahim) : This is the arrangement arrived at. I have not got any power to impose a time limit. Any one can speak as long as he likes, but this is the arrangement which has been arrived at amongst the leaders of Parties and, I am told, it is generally acceptable to the House.

**Sir Muhammad Yakub** (Rohilkund and Kumaon Divisions : Muhammadan Rural) : I am informed that our Party was never consulted and, therefore, we do not agree to this arrangement at all.

**Mr. M. S. Aney** (Berar : Non-Muhammadan) : I was never consulted too, but I will accept the arrangement.

**Mr. President** (The Honourable Sir Abdur Rahim) : I can only appeal to the good sense of Honourable Members that if there is to be a proper discussion in which as many Honourable Members who wish to take part can have an opportunity to do so, then some time limit has to be observed. That has been the case on almost every occasion that I remember. I hope, therefore, that the proposal that has been put forward will be generally acceptable to the House. If that is so, I shall enforce the time limit as agreed upon.

**Sir Muhammad Yamin Khan** (Agra Division : Muhammadan Rural) : The point is that on every occasion you were pleased to make an arrangement fixing time limit, you did so with the consent of the whole House and that was an arrangement in which all Parties were consulted.

**Mr. President** (The Honourable Sir Abdur Rahim) : I understood that in this case also all the Parties were consulted, but I find that the Democratic Party was not consulted.

**Mr. M. A. Jinnah** (Bombay City : Muhammadan Urban) : I wish to inform you that nobody on behalf of my Party was consulted.

**Sir Muhammad Yakub** : Only the Congress Party was consulted. They seem to want to boss over the whole show.

**Mr. President** (The Honourable Sir Abdur Rahim) : That sort of remark should not be made.

**Mr. Bhulabhai J. Desai** (Bombay Northern Division : Non-Muhammadan Rural) : I was not present when the decision was arrived at.

**Mr. M. A. Jinnah** : I was making some remarks when I was interrupted, and it seems to me that nobody can get up unless he is interrupted before he even begins.

**Mr. President** (The Honourable Sir Abdur Rahim) : Will the Honourable Member please speak up ?

**Mr. M. A. Jinnah** : I suffer under the same disability when the Chair speaks.

**Mr. President** (The Honourable Sir Abdur Rahim) : If the Honourable Member wishes me to hear what he says, I must ask him to speak up if he can.

**Mr. M. A. Jinnah** : I reciprocate that. I want to draw your attention to this. We do not wish in any way to put any difficulty in the way of business being facilitated. We shall always be too glad to come to some arrangement which will help the conduct of the business of the House,

but I must say this that no Party, however important they may be in number, should come to any such arrangement without consulting other Parties and, at the same time, communicate to you that that is the arrangement arrived at by the House and by all the Parties. With these observations I am quite willing to meet you in any way I can.

**Mr. President** (The Honourable Sir Abdur Rahim) : I think I can clear up one misconception, that this message was communicated to me not by the Congress Party, but by the Secretary of the Legislative Department.

**Mr. M. A. Jinnah** : I equally protest against that.

**Mr. President** (The Honourable Sir Abdur Rahim) : I did not know that no other Party was consulted.

**Sir Muhammad Yakub** : It is still more unfortunate that a Government Member should place such false information before the Honourable the President.

**Mr. President** (The Honourable Sir Abdur Rahim) : If Honourable Members do not agree to the proposal, then, of course, they are quite entitled not to. But if it is the general sense of the House to impose a time limit, I think it will facilitate discussion and the proposal that has been put forward is not an unreasonable one.

**Sir Muhammad Yakub** : May I point out, Sir, that we do not object to any time limit provided that there is no preference given to any particular Member. Honourable Members belonging to all Parties should be equally treated and must have the same time to speak.

**Mr. President** (The Honourable Sir Abdur Rahim) : I do not think the Honourable Member heard properly what I said. What is proposed is that 25 minutes should be allowed to the Movers of amendments and 15 minutes to each of the other speakers who have not got any amendments to move, irrespective of any Party. Thirty minutes should be allowed to the Honourable Member representing the Railway Department. This is the arrangement arrived at. There is no question of any discrimination so far as I am aware.

**Dr. Ziauddin Ahmad** : You will follow the practice that has been followed hitherto in case of such motions, namely, that all the amendments will be moved first without speeches and the discussion will begin on original motion and the amendments combined. Then there shall be no distinction between a Member who originally moved and any other Member who speaks on the motion.

**Mr. President** (The Honourable Sir Abdur Rahim) : Then that means that the arrangement has not been agreed to by the House.

**Mr. G. H. Spence** (Secretary, Legislative Department) : Sir, may I make a submission ? For any fault on my own part I apologise to the House at large and, in particular, to the Honourable Members immediately concerned. I may say that I was under the impression that negotiations between all Parties had already taken place. When you asked me, Sir, during the question hour what arrangement had been arrived at, I inquired from the Honourable the Leader of the House what arrangement had been arrived at. He said he did not know and he instructed me to inquire from Members of the Party opposite. The inquiry I intended

[Mr. G. H. Spence.]

to address to Mr. Gadgil was,—I am afraid I did not make myself sufficiently clear,—what arrangement had been arrived at.

**Mr. President** (The Honourable Sir Abdur Rahim) : It is unfortunate that the Honourable Member did not communicate with the Leaders of the other Parties. The position is that I tried to get all the Leaders this morning when I came but only the Leader of the European Group and one of the representatives of the Congress Party, the Leader of the House and the Honourable Member representing the Railway Department were available, and then it was settled that the Leader of the House will try to ascertain the views of the other Parties and let me know when the questions are finished, when I got the message I communicated it to the House. If Honourable Members agree to the proposal which I have announced, I shall impose the time-limit.

**Mr. M. A. Jinnah** : I am not prepared to agree to it now.

**Sir Muhammad Yakub** : Nor are we prepared to agree to it.

**Mr. President** (The Honourable Sir Abdur Rahim) : Then there will be no fixed time limit and any Honourable Member will speak as long as he likes provided he observes the rules and standing orders.

**The Honourable Sir Saiyid Sultan Ahmad** (Member for Commerce and Railways) : Sir, before I move the motion in my name, I should like to know what the procedure will be. I understood you to say that after I have formally moved that the report be taken into consideration, amendments will be moved by my Honourable friends, and I take it that they will make their speeches in support of those amendments, and after that I will come in and make my speech.

**Mr. President** (The Honourable Sir Abdur Rahim) : At what stage the Honourable Member proposes to make his speech is for him to decide. Will the Honourable Member make any speech now ?

**The Honourable Sir Saiyid Sultan Ahmad** : No, Sir.

I beg to move :

“ That the report of the Indian Railway Enquiry Committee be taken into consideration.”

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

“ That the report of the Indian Railway Enquiry Committee be taken into consideration.”

There are several amendments, and I think it will tend to the convenience of the House if they are moved formally and then the discussion will proceed on the amendments as well as the main motion.

**Mr. Lalohand Navalrai** (Sind : Non-Muhammadan Rural) : Sir, on a point of order, may I know whether this is a Resolution ?

**Mr. President** (The Honourable Sir Abdur Rahim) : It is not a Resolution ; it is motion under Rule 24A.

**Mr. S. Satyamurti** (Madras City : Non-Muhammadan Urban) : Sir, I beg to move :

“ That at the end of the motion the following be added :

‘ and, on such consideration, this Assembly recommends to the Governor General in Council that they should accept the recommendation of the Public Accounts Committee on the accounts of 1935-36, on the Report of the Indian Railway Enquiry Committee ’.”

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

“ That at the end of the motion the following be added :

‘ and, on such consideration, this Assembly recommends to the Governor General in Council that they should accept the recommendation of the Public Accounts Committee on the accounts of 1935-36, on the Report of the Indian Railway Enquiry Committee ’.”

**Pandit Nilakantha Das** (Orissa Division : Non-Muhammadan) : Sir, I beg to move :

“ That at the end of Mr. S. Satyamurti's amendment the following be added :

‘ This Assembly further recommends to the Governor General in Council that they pay special and immediate attention to the remarks and recommendations of the Committee on the following :

- (1) The excess of the rolling stock, its use, repairs, disposal, and the restriction with regard to its purchase (paragraphs 47, 49 and 68).
- (2) Reorganisation of workshops specially with regard to their amalgamation for construction as distinct from repair of rolling stock and concentration of specialised work (paragraph 52).
- (3) Excessive lavishness in capital expenditure and its restriction in future (paragraph 74).
- (4) Centralising purchase of stores in the Indian Stores Department with leaning in favour of indigenous commodity (paragraph 88) and carrying out of research jointly by the Indian Stores Department and the Central Standards Office of the Railway Board (paragraph 89).

That in view of the above the following among other measures be taken :

A three years' planned programme prepared in consultation with the House or the Standing Finance Committee for Railways and put in operation at the earliest possible date to give effect to the following suggestions, *viz.*,

- (1) to reduce and restrict the stock to the extent of its absolute necessity ;
- (2) to reduce foreign purchase to an irreducible minimum ;
- (3) to put capital expenditure on an absolutely reasonable basis ;
- (4) to reorganise and recondition workshops and open new ones if need be to ensure indigenous supply of all Railway stock and materials that can be made available in India including locomotives. For this purpose the money available from the scrapping of useless excess stock may be utilised ;
- (5) to organise for the training of Indians here in India and in foreign countries if need be to ensure the management of the business both in its administration and technical side by Indians according to the requirement ’.”

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

“ That at the end of Mr. S. Satyamurti's amendment the following be added :

‘ This Assembly further recommends to the Governor General in Council that they pay special and immediate attention to the remarks and recommendations of the Committee on the following :

[Mr. President.]

- (1) The excess of the rolling stock, its use, repairs, disposal, and the restriction with regard to its purchase (paragraphs 47, 49 and 68).
- (2) Reorganisation of workshops specially with regard to their amalgamation for construction as distinct from repair of rolling stock and concentration of specialised work (paragraph 52).
- (3) Excessive lavishness in capital expenditure and its restriction in future (paragraph 74).
- (4) Centralising purchase of stores in the Indian Stores Department with leaning in favour of indigenous commodity (paragraph 68) and carrying out of research jointly by the Indian Stores Department and the Central Standards Office of the Railway Board (paragraph 89).

That in view of the above the following among other measures be taken :

A three years' planned programme prepared in consultation with the House or the Standing Finance Committee for Railways and put in operation at the earliest possible date to give effect to the following suggestions, *viz.*,

- (1) to reduce and restrict the stock to the extent of its absolute necessity ;
- (2) to reduce foreign purchase to an irreducible minimum ;
- (3) to put capital expenditure on an absolutely reasonable basis ;
- (4) to reorganise and recondition workshops and open new ones if need be to ensure indigenous supply of all Railway stock and materials that can be made available in India including locomotives. For this purpose the money available from the scrapping of useless excess stock may be utilised ;
- (5) to organise for the training of Indians here in India and in foreign countries if need be to ensure the management of the business both in its administration and technical side by Indians according to the requirement '."

**Mr. F. E. James (Madras : European) :** Sir, I beg to move :

" That at the end of the motion, the following be added :

' and on such consideration recommends to the Governor General in Council that the recommendations contained in the Report be dealt with in the following manner, that is to say :

- (a) the recommendation in chapters III, IV, V, VI, XI and XII concerning economies, administration, statistics, improved railway facilities, and public relations be generally adopted ;
- (b) the recommendations in chapter VII concerning staff discipline and training be adopted without delay ;
- (c) the recommendations in chapters VIII and IX concerning measures to increase revenue and rates and charges be postponed pending the results of a conference to be arranged between the railway authorities and representatives of commerce, industry, trade and agriculture ;
- (d) the recommendations in chapter X concerning co-ordination of road and rail transport together with the proposed comprehensive Motor Vehicles (Amendment) Bill be placed as soon as possible before a joint meeting of the Transport Advisory Council and representatives of the transport interests for their opinion ;
- (e) the recommendations in chapter XIII concerning amalgamation of railways be adopted in general subject to the modification that the contracts of company-managed railways be dealt with as such contracts expire ;
- (f) the recommendations in chapters XIV and XV concerning the financial outlook and the Federal Railway Authority be considered by the Assembly in conjunction with the Resolution to be tabled by the Financial Commissioner of Railways concerning the cancellations of railway borrowings from the Depreciation Fund and arrears of contributions to the general revenues '."

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

“ That at the end of the motion, the following be added :

‘ and on such consideration recommends to the Governor General in Council that the recommendations contained in the Report be dealt with in the following manner, that is to say :

- (a) the recommendation in chapters III, IV, V, VI, XI and XII concerning economies, administration, statistics, improved railway facilities, and public relations be generally adopted ;
- (b) the recommendations in chapter VII concerning staff discipline and training be adopted without delay ;
- (c) the recommendations in chapters VIII and IX concerning measures to increase revenue and rates and charges be postponed pending the results of a conference to be arranged between the railway authorities and representatives of commerce, industry, trade and agriculture ;
- (d) the recommendations in chapter X concerning co-ordination of road and rail transport together with the proposed comprehensive Motor Vehicles (Amendment) Bill be placed as soon as possible before a joint meeting of the Transport Advisory Council and representatives of the transport interests for their opinion ;
- (e) the recommendations in chapter XIII concerning amalgamation of railways be adopted in general subject to the modification that the contracts of company-managed railways be dealt with as such contracts expire ;
- (f) the recommendations in chapters XIV and XV concerning the financial outlook and the Federal Railway Authority be considered by the Assembly in conjunction with the Resolution to be tabled by the Financial Commissioner of Railways concerning the cancellations of railway borrowings from the Depreciation Fund and arrears of contributions to the general revenues ’.”

**Pandit Nilakantha Das** : I don't propose to move the next amendment which stands in my name.

**Mr. President** (The Honourable Sir Abdur Rahim) : Then the debate will proceed on the motion as well as the amendments.

**Mr. S. Satyamurti** : Sir, I propose to observe the time limit of 25 minutes, and I earnestly appeal to the House to observe the time limit suggested, although the Leaders of Parties are not agreeable to that. I put it on the simple ground that the matters involved in this debate are so important that we ought to get a vote if possible today. That is the only appeal.....

**Mr. M. A. Jinnah** : I cannot agree. It is entirely for the Chair to decide according to the strict letter of the Rules and Standing Orders.

**Mr. S. Satyamurti** : I hope my friend will remember that the strict letter of the law is not always applicable to important matters. I want to appeal.....

**Mr. M. A. Jinnah** : That is for the Chair, and not for me to decide.

**Mr. S. Satyamurti** : Sir, this Committee was appointed on a recommendation of the Public Accounts Committee, into which I was led to acquiesce, by the very plausible language of my esteemed friend, the Honourable Sir James Grigg, the Finance Member. You must have heard him swearing at the Railway Board, their methods of extravagant expenditure, and the keen anxiety he had that we should get out

[Mr. S. Satyamurti.]

some expert to set the railway finances on a sound footing. But, while the Public Accounts Committee agreed to one expert being got out, we got a Committee, and summarising it in one sentence, I may say, echoing the words of my friend, Sir Muhammad Yakub, this Committee, instead of carrying out the specific terms of reference to it, namely, "at a reasonable and early date put the railway finances on a sound and remunerative basis", have really made suggestions for extra expenditure of roughly a crore of rupees a year, for Europeanising certain aspects of the services, and for upsetting the whole scheme of future railway management and railway finances. They went out of their way, and they were impertinent,—to use the language of the Honourable the Leader of the House yesterday,—and have made all sorts of suggestions on matters not referred to them at all, on which *ex hypothesi* they were not called upon to pronounce, and in respect of which they could not have heard and did not hear all relevant evidence that was available in this country. Therefore, Sir, the Public Accounts Committee has recommended to this House that Government ought not to accept these recommendations which are outside the terms of reference to the Committee, or which involve extra expenditure or Europeanisation of the services, or which go against the wishes expressed by this House, time and again, long before we came in here, on fundamental questions of railway management, railway finance, and so forth.

Now, Sir, coming to the specific points, the first recommendation or the series of recommendations to which the Public Accounts Committee took exception and to which I want this House to take equal exception, are that "experienced European supervisors are still required for the railway workshops. The salaries offered and the prospect of continuous employment must, however, be such as to induce the best men to offer themselves, that the Principal of the Jamalpur School should continue to be a European of experience, that properly qualified men of European domicile for the gazetted posts of the mechanical engineering department should be recruited to fill at least 25 per cent. of the appointments". Our position, Sir, is that in these departments we want the maximum efficiency, but we are wholly against Europeanisation. The theory that Europeans alone can fill these posts is too old to need any further refutation at my hands.

Then the next recommendation of this Committee is that there should be no alteration in the London Office of the Central Publicity Bureau. Sir, I want the Government to examine this matter. This Bureau fulfils mainly the function of publicity. We say those functions ought to be discharged by the London Office of the High Commissioner for India. The Wedgewood Committee give a very curious reason for the continuation of this department, and that is to make purchases of railway requirements. Our information is that all these purchases are now being made through the Indian Stores Department, or its London Branch. Therefore, there is no need on this score for the continuance of this department.

The next recommendation is that the Traffic Member should be made permanent. It is a small example, Sir,—but a clinching example of the way in which a Committee which was asked to suggest ways of retrench-



ment goes on recommending continuation of new jobs, creation of new jobs and creation of new and increased scales of pay.

**An Honourable Member :** For Europeans ?

**Mr. S. Satyamurti :** Of course for Europeans. We say, there is no strong case for this, and I would ask the House not to agree to it without further consideration.

Then, Sir, they are very anxious about one thing. Throughout the evidence before the Public Accounts Committee during the last three years, during which I have had the honour of being a Member of it, Chief Commissioner after Chief Commissioner, when pressed for retrenchment, told us with great gusto,—‘ Look at our new scales of pay ; as they come into force, we will save crores of rupees, and, therefore, please bear with us. But then come along these experts and say, “ New scales may prove insufficient to attract the right type of recruit in certain grades and the scales ought to be revised if this proves to be the case ”. Special pleading for European recruitment on high salaries ! They also deal with matters with regard to which they are not competent to pronounce, that is, accounting and audit. Constantly Railway Commissioners have come under cross-examination in the Public Accounts Committee, and they are told that there are enormous departures from the capital programme, from the works programme and so on. They have, apparently, got very angry with the audit department, and with the accounts department, and they seem to have gone and told the Wedgwood Committee, “ Put in something against the accountants and auditors. They put all sorts of questions, report on all sorts of matters and we have to give answers on all sorts of queries ”. Therefore, this Committee quietly said the accounts officers should be responsible to the Agents. Why should they be ? After all, they represent the control of expenditure, the Agents are for expenditure. It is a quiet assumption on their part that these accounts officers should not enjoy even the limited independence that they enjoy at present. At any rate, when the Federal Railway Authority is coming on, why should this Committee butt in, and say that the Agents ought to be masters ? Then there is sought to be created one other extra job. Each Agent who is now the only modern prototype of the great Moghul—the Agent has no Executive Council, has no Legislative Council,—even the Viceroy and Governors have got sometimes to answer some questions, satisfactorily or otherwise,—but these Agents have to answer nobody ; and, in order that they may have still more time to themselves, they want a Deputy to deal with establishment matters. Again, unnecessary expenditure ! Till the Federal Railway Authority is set up, they want the function of higher audit to be confined to matters of major importance. I have no time to go into it, but I would merely refer my Honourable friends to page 51 of the Wedgwood Enquiry Committee’s Report where they will find that the anxiety of this Committee has been to somehow relieve these spending departments, these Agents, from the control even of the Auditor General. I suggest, as a member of the Public Accounts Committee of some experience, that the railways will still more rapidly go to the other place without the efficient and continuous control of the audit and accounts departments. This is a bad recommendation, intended more to help those people who recognise no control whatever but want to be masters in their own places and spend your money and my money without being

[Mr. S. Satyamurti.]

called to account for it at any time. Then, Sir, they recommend another job, a Statistical Officer in the Railway Board's Office. If there is going to be a Central Statistical Department having all kinds of functions which the Government is going to create, why do you want another officer in the Railway Board's Office? This is another example of creating new jobs. Then the most wicked of these recommendations in favour of new jobs on high scales of pay comes when they deal with what is called the Commercial Manager of a status equal to that of other heads of departments having under him a rates and fares branch, a traffic department branch, and a research branch. A liquidator is appointed to adjust the affairs of an insolvent. That liquidator, instead of trying to collect all his debts and compound with the creditors on some payment, adds to his debts and asks him to go on in his insolvency. This Committee was appointed to put the railway finances on a sound and stable basis. I have read these recommendations. They have not made one recommendation recommending retrenchment, but they go on recommending the addition of new jobs, not under the new scales of pay, but introducing higher scales of pay, and these gentlemen, including, of course, the South African, who had no knowledge about India and cared less for India, had the temerity to say,—

“ There is also a shortage of men in India trained in the tradition of a live and energetic commercial department.”

It means that we did not live at all in this country till the Europeans came here, and it was only when they came here that we began to learn the A. B. C. of modern commerce, etc.—

“ In these circumstances, such men must perhaps be imported.....”

Perhaps! That word is used as a sort of sop. They want them to be imported, but in order to make it decent-looking they put in the word, “ perhaps”. The Public Accounts Committee are of opinion that there is need for the development of commercial departments of the railways, but there is no need to create new additional posts for the purpose, and there is much less need for importing any people from outside only for this purpose. Then the Wedgwood Committee add barefacedly that special steps must be taken to select and train suitable commercial representatives and the desirability of appointing senior men at the outset from Great Britain should be considered. Why? May I know? Was it their term of reference? Why do they say that men from Great Britain should be got and trained for this purpose? Of course, the answer will be, “ Then they will sell their goods better, they will attract more traffic and you will get more money”. That is, in the future. But for the present, I am asked to spend more money on importing Europeans, and naturally the Public Accounts Committee said, “ We totally dissent from the latter part of this recommendation”. The Wedgwood Committee did not recommend any general reduction in railway charges. On that matter, the Public Accounts Committee keeps an open mind and merely says :

“ Until this question is far more carefully studied and its effects on railway receipts properly assessed, we recommend to the Government that they should not accept the proposition that there can be no general reduction in charges.”

Then, as regards the big problem of road and rail transport they follow the familiar methods and make certain recommendations, some

of which are good, some of which are bad, and some of which are indifferent. The Public Accounts Committee say :

“ We recommend to Government that the whole question of transport—rail, road, inland waterways and coastal—should be considered together and co-ordinated on an all-India basis, as we are of opinion that any piecemeal action in the matter may make things worse.”

I have only to make two comments on this ; first, that, so long as the Provincial Governments have got an interest in road revenue and the Central Government has got this monopoly of railway traffic, this problem will never be solved. We must not forget, however, that 800 crores of our money are invested in the Indian Railways, and if they go west, you and I will have to pay for it, and nobody else will. On the other hand, there is no use trying to coerce the Local Governments. We have got to come to a settlement with them ; and I suggest that, instead of dealing with this problem piecemeal, we must tackle the entire problem of road, rail, inland waterways and coastal communications, on a comprehensive basis. So far as I am concerned, I am in favour of the nationalisation of all these forms of transport. I believe that is the right solution, but if you cannot do it at once, you must at least treat it on an all-India basis. So far as the non-Indian interests are concerned, they are interested equally in railways as well as in motor traffic. They manufacture and export to our country motor cars and also spare parts and petroleum. Therefore, their interests are in both these things, and they want them to go on on the present basis. But we do not. We want a settlement on an all-India basis. Similarly, we recommend with regard to reduction of rates :

“ We recommend to the Government to pursue this matter further by means of a proper and careful study of the data and of the experience available, and not to come to any decision merely on the basis of this recommendation.”

Then, Sir, comes this new favourite wife of the Government of India, the press officers, press liaison officers, all sorts of such officers, are being created now. They want a new man and do you know what they say ?

“ As a first approach, we recommend a young and enterprising journalist from Great Britain.....”

It almost looks as if they had somebody in their pocket !

“ .....a young and enterprising journalist from Great Britain be invited to take over the task of organising the Railway Information Office for the Railway Board.”

This takes my breath away ! Absolutely shame-facedly they quietly say, for doing publicity in my country, somebody ought to come from England ! These are some of the minor recommendations, if I may say so.

The major recommendations now come along, where they have gone completely out of their way ; and if Government, I say with all respect, are so foolish as even to look at those recommendations, they will have destroyed the very foundation of railway finance in this country, and gone against the declared policy of this House, declared long before we came here. The Wedgwood Committee say :

“ The amalgamation of railways, if carried out too far, will result in unwieldy administrations.”

[Mr. S. Satyamurti.]

The Railway Board gave the Public Accounts Committee a very good map, suggesting the grouping of all the Indian railway systems into six groups. I have looked into this matter carefully. I am satisfied that with no loss of efficiency, and with considerable relief to the taxpayer, the Indian railway systems can be grouped together into five systems. I have no time to go into the details, but I do suggest and the Public Accounts Committee suggest that the systems of railways in India should be reduced to 6 or 5 or 4 at the earliest possible time. We do provide that it should involve no financial deterioration. We are satisfied it will not. Then comes this recommendation which I suggest very deliberately is put in to oblige the railway companies in England, and not to serve the taxpayer of this country, or even the Government of this country. They say :

“ Any further exercise by the Government of their option to take over the company-managed railways should be deferred, until the end of 1945 to give the Federal Railway Authority an opportunity of consolidating its position.”

If you put it off till 1945, you will never be able to buy up these railways. No Government, not even the Government of India, can raise in the course of one year, all the crores you require for buying up these options. It seems to me financially foolish. It is a veiled recommendation to say that you shall not purchase these railways when their contracts expire. We say that this is wholly outside the terms of reference to the Committee, is against the declared policy of the Indian Legislature, and should not be considered or accepted by the Government. Then, Sir, this House passed without a division, only last year, a Resolution, that the Government should purchase the Madras and Southern Mahratta Railway and the Bengal and North Western Railway.

Then, the Committee say, “ no amalgamation of railways is possible at present ”. If it means that there are Company-managed railways that cannot be taken over, it is another matter, but as soon as it can be done it ought to be done.

Then, Sir, you have another recommendation, that Government should extend the contracts with the companies, to dates as far ahead as practicable. I sincerely hope and trust that Government will not look at this recommendation, and foreclose themselves against any possibility of closing the contracts, by extending them to dates as far ahead as practicable. They must reject it.

Then, I come to the third category of recommendations, governing railway finance. The Committee say that they want an adequate depreciation fund, and consider that a normal balance of 30 crores would not be excessive. I think my Honourable friend, the Finance Member, will remember that, for the last two years, we have had very interesting, and if I may say so, useful discussions with Sir P. R. Rao, the then Financial Commissioner of Railways, on the basis of the depreciation fund in the Public Accounts Committee. We are now moving away from the old theory of the depreciation fund on to a new theory of an empirical kind, where we provide for renewals and replacements ; and on that basis Government have agreed to 1/60ths of the capital at charge being contributed year by year to the depreciation fund. The

Government have agreed to it. The Auditor General has agreed and the Railway Board have agreed to it. I want to know on what basis they want this normal balance of 30 crores to be maintained. If you examine the figures, year by year, of actual expenditure from the depreciation fund, it comes to nothing like this. We now recommend going back to a system to which Sir P. R. Rao, Sir Ernest Burdon, Sir James Grigg and Mr. Nixon were all parties, by which we were to make over one sixtieths of the capital at charge as contribution to the depreciation fund. We recommend that this question ought to be considered by the Government, with the help of real financial and railway experts in the country. They must fix the fund on a proper basis, which we consider should be the renewals and replacement fund.

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

---

The Assembly re-assembled after Lunch at a Quarter Past Two of the Clock, Mr. Deputy President (Mr. Akhil Chandra Datta) in the Chair.

---

**Mr. S. Satyamurti :** Mr. Deputy President, I might go on very rapidly to the 21st recommendation of the Public Accounts Committee on page 25 :

“ The Railway Enquiry Committee urge the importance of building up a general reserve fund to serve as an equalisation fund, for the payment of interest charges in bad years, and from which monies can be appropriated for the amortisation of capital.”

Our position is this. We have no objection to a reserve fund being built up if they have paid up the obligations which have been cast on them by the Sir Otto Niemeyer report, and provided the fund is confined to the express purpose of serving as a reserve fund, only for paying interest charges in bad years.

So far as the question of amortization is concerned, I submit the matter is concluded by the recommendation of Sir Raghavendra Rau, made on page 57 of his report for 1934-35, in which he definitely said that, when railway revenues improve sufficiently, they should be expected to provide a minimum of two-thirds capital for amortization. For the present, he recommended only a contribution to the depreciation fund. I may add that, on these two matters, the Government of India and the Auditor General were both with him. If now the Government of India want to go back on that, let them give some reason otherwise they should not accept those recommendations as they stand.

Now, I come to the most important recommendation of the Wedgwood Committee :

“ Looking to the future, we do not think that railways, after providing for depreciation, are likely over a period of years to earn more net revenue than will serve to meet their interest charges.”

I let Sir James Grigg answer them. Speaking as the Chairman of the Public Accounts Committee in one of his breezy moods, on page 18

[Mr. S. Satyamurti.]

of the Report of the Public Accounts Committee on the Accounts of 1934-35 he said :

“ The debt of the Central Government is about 1,200 crores ; of that, say, 800 crores is due to the railways. Any decent financial system will provide for the allocation to the sinking fund every year a sum which has some relation to your total debt, and unless the railways in some form or other make a contribution to the Central revenues, I think, the Government will be inadequately caring for its debt position.”

I pin the Government of India to that position given by its Finance Member. I suggest that the Wedgwood Committee, when they told us that the railway cannot pay any contribution to the general revenues did not even respect the well-known decision of the Government of India. Then, Sir, the Wedgwood Committee says :

“ We consider that railways should no longer be looked to as a possible source of revenues for the relief of general taxation.”

The Public Accounts Committee quote from the Niemeyer report, which has been accepted by the Government of India. Sir Otto Niemeyer says :

“ The position of the railways is frankly disquieting. It is not enough to contemplate that in five years' time the railways may merely cease to be in deficit. Such a result would also tend to prejudice or delay the relief which the provinces are entitled to expect. I believe that both the early establishment of effective co-ordination between the various modes of transport and the thorough going overhaul of railway expenditure in itself are vital elements in the whole provincial problem.”

But Sir Ralph Wedgwood does not fight with Sir James Grigg and Sir Otto Niemeyer alone but he also fights the Government of India Act. Section 186 of the Government of India Act provides that any surplus on the revenue shall be shared between the Federation and the Authority but he says that there shall be no surplus whatever. We want the Governor General in Council not to accept their recommendation, because this will be a *carte blanche* to the Railway Board not to make any economies but to spend as they please and not provide for any contribution to the general revenues.

Then, Sir, I come to their recommendation, where their Roman hand comes in :

“ Political interference in the affairs of the Federal Railway Authority must be avoided.”

And, therefore, they add a new section to the Government of India Act ! I think one of these gentlemen wishes to be the President of the Federal Railway Authority, and that is why they say :

“ In our view the President of the Railway authority should be a business man of high standing and wide experience. It is, we consider, immaterial that he should have any specialised railway experience or intimate knowledge of the peculiar conditions of India. It is more important that he should bring the whole energy of a fresh and vigorous mind to bear upon the problems which will confront the Federal Railway Authority.”

I repeat this was pleading for non-Indians and probably for themselves. Then, they perpetrate a joke in their report :

“ The history of the State-management of railways during the past ten years may supply a warning, as to the necessity of giving the new authority a free hand to manage its own affairs.”

That is to say, everything was wrong with State-management, when they were in London, but when they were in Delhi or Simla the Railway Board was with them. Therefore, they said in the early part of the report :

“ Our general survey of the Indian State-owned railways from 1924 to 1936 shows that their financial results are better than those of other comparable railway systems, whilst their operating statistics indicate that there has been a substantial advance in efficiency and economy of management since the depression began in 1930.”

In short, the Railway Board here is excellent, but the State-management in London is bad. They capped all their recommendations by saying :

“ As we do not expect any surplus to be available for general revenues, the Government should in future confine its interest in railways to that of a debenture holder.”

Thank you very much, Sir Ralph ! I am to pay the piper and you have to call the tune. If you go *plus*, I have to pay 800 crores to fund the sinking fund and the interest charges. But he wants the Government to be only in the position of a debenture holder. I have not got the time to refer to the particular passage from their report but they say that, if the railway become insolvent, the State simply say that the Federal Railway Authority experiment is a failure. But who has got to pay the 800 crores ? I hope Sir James Grigg is rather honest on this matter, and I will wait and see what he says. Then comes this :

“ The Federal Railway Authority should aim at establishing themselves in a position which will enable them to raise capital in the open market.”

I think even Sir James Grigg will have to be very careful now. He has got to face a big problem with 11 Provinces competing with him in the open market, and the Railway Authority will also compete with him in the open market. I think he is in a position which no Finance Member can contemplate with equanimity. The Government of India Act has provided that whenever the Federal Railway Authority wants money, either by way of revenue or capital, the Federation may provide it. I trust the Government will reject this recommendation. Then they say :

“ The Railway Authority should delegate wide powers to the Railway Board.”

Why not leave it to the Authority to decide this question ? Why should these gentlemen come and say : delegate powers to the Railway Board ; delegate powers to the Agents and Deputy Agents and so on ; keep a series of officers and no real responsibility anywhere ? Then, they want this Railway Authority's office to be located in Calcutta. Who asked them to make this recommendation, I want to know ? This Committee was asked to suggest economies in expenditure. But they want that the President should be one of themselves. What is the idea ? Why have they suggested Calcutta ? Because there is European business of various kinds there, and, therefore, they want it to be located there, and not in Delhi or in Simla. Finally, they say :

“ We should feel bound to urge a radical reconsideration of the whole question of State-management and a fresh examination of the possibility of creating privately managed companies, with Boards of Management domiciled in India.”

I object to this recommendation. It is a nefarious plot to upset the whole policy of the Government of India. ‘ Domiciled in India ’ is a misleading phrase. Section 111 of the Government of India Act says that,

[Mr. S. Satyamurti.]

even if he is domiciled only in Great Britain, he shall be presumed to be domiciled in India. Therefore, there is no use trying to deceive me by saying this.

**The Honourable Sir James Grigg** (Finance Member) : What a suspicious mind you have got !

**Mr. S. Satyamurti** : What right had they to make this recommendation ? You are a domiciled Indian for all these purposes, Sir James. You are a Statutory Indian for these purposes. That is why I object to that.

Sir, I have done. I do hope that this House will deal with this matter in a dispassionate spirit, and the only thing it can do is to recommend that this report should be thrown into the waste-paper basket. It has no other place. The country has invested full 800 crores of our money in the railways, and this is the bulk of our national debt. We were under the impression that this is a productive debt. There is now a danger of its becoming an unproductive debt. We must see to it that this Government does not accept any recommendation which will relieve the Railway Authority from the obligation which has been cast upon them by the continuous decisions of the Government of India and of the Legislature.

The second point that I want to make is this. Provincial Autonomy, you say, has been conferred. It may succeed, or it may not succeed. I do not know. But if it fails, it will fail because of the lack of adequate finance in the Provinces. Let the Honourable the Finance Member take the warning that, if this Provincial Autonomy fails, it will not be because of any other consideration, so much as of the consideration that the Government of India and the Federal Railway Authority do not play the game, and do not give the Provincial Ministers the money with which, and with which alone, they can finance those nation-building activities, on which all progress must depend.

So far as the railways are concerned, I say this Committee has done no service whatever. I will only read one paragraph :

“ On the other side of account comes the question of economies.”

That was the main purpose of reference to this Committee and what do they say ?

“ We are unable to point to any economies of any first class magnitude at present realisable.”

I think that is a glorious, but appropriate epitaph on this committee. They were asked to recommend economies, and they say they can recommend none.

Let us see that this report is put into the waste-paper basket, let us burn it and destroy it. Let the Honourable the Railway Member and the Government of India and the Honourable the Finance Member apply their mind, and their brain, to this problem. I promise Mr. Deputy President, there is room for economy,—you can cut down salaries, you can cut down expenditure, there is room for improvement of traffic, there is room for co-ordination of transport ; apply your mind to all these problems, and then you will see that these railways are made to pay their way. Otherwise, if you accept these recommendations, you will create an



*imperium in imperio*, get no relief to the Central or the Provincial revenues, thus retarding the progress of this country on any line whatsoever. I, therefore, ask the House to support the recommendations of the Public Accounts Committee on the Railway Enquiry Committee Report. (Applause.)

**Mr. F. E. James :** Mr. Deputy President, we would have preferred to have had a general discussion on the original motion of the Honourable the Commerce Member. But owing to the amendments which were tabled by my Honourable friend, Mr. Satyamurti, we were obliged to put in our own amendments to the original proposition. The Public Accounts Committee in the second paragraph of their report are of the opinion that several of the recommendations of the Wedgwood Enquiry Committee are wholly outside the terms of reference thereto. Now, without in any way decrying the excellent work of the Members of the Public Accounts Committee, I am going to suggest that their report is wholly outside the scope of that committee.

**Mr. B. Das** (Orissa Division : Non-Muhammadian) : Certainly not.

**Mr. F. E. James :** This report has in fact made it rather difficult to discuss the original proposition in the way that it should have been discussed in this House. I would remind my Honourable friend, Mr. Satyamurti, that the Public Accounts Committee is constituted for the purpose of dealing with the appropriation accounts of the Governor General in Council and the report of the Audit Officers thereon and such other matters as the Finance Department may refer to the committee.

**Mr. S. Satyamurti :** The Finance Department referred this to the Public Accounts Committee.

**Mr. F. E. James :** If they referred the matter to this committee, then I would enter a definite protest. To sit in judgment on the findings of a committee of this kind is not the function of the Public Accounts Committee. I hope when I say that, my Honourable friends who are distinguished members of that committee will not think in any way that I am trying to under-estimate the very excellent work that they have done. Of course, it is, I realise, difficult for the Public Accounts Committee to do its ordinary humdrum work within its terms of reference when one of its members is such a colourful and dynamic personality as my Honourable friend, Mr. Satyamurti. I have known Mr. Satyamurti for some years : we have been very good friends. I have known Mr. Satyamurti exercising his individual judgment ; I have known Mr. Satyamurti acting in his own discretion, sometimes indiscretion ! This is I think the first time I recognise Mr. Satyamurti-in-Council, and that really is what this report of the Public Accounts Committee is. It is a report, not of the Public Accounts Committee, but of Mr. Satyamurti-in-Council.

The amendment which we have moved to the original Resolution is in general terms and I do not wish it to be understood that it covers every possible detail of the report. We do not commit ourselves to every aspect of these recommendations. Perhaps the best thing I can do will be to go through the amendment that we have moved in the various paragraphs

[Mr. F. E. James.]

which are numbered on the order paper. I would ask the House first of all to deal with the first paragraph, paragraph (a) where we say :

“ The recommendation in Chapters III, IV, V, VI, XI, and XII concerning economies, administration, statistics, improved railway facilities, and public relations be generally adopted.”

There are certain points that have been raised in the Public Accounts Committee report with which we have a certain amount of sympathy. But such is the shortness of time at our disposal that it has been impossible for us to go into all these details. Most of these recommendations in these chapters deal with administration and technical matters. We suggest that speaking generally, subject to modifications under special circumstances, these recommendations should be adopted.

Then we come to paragraph (b) of our amendment and this paragraph deals with Chapter VII which concerns staff discipline and training. Here we recommend,—and I am perfectly sure that this recommendation will have the support of the rest of the House,—here we recommend that these proposals should be adopted without delay. In regard to the proposals to deal with the evil of corruption I am authorised to say that as far as our community is concerned, the railway authorities can count on every possible co-operation being given by our organisations, whether Chambers of Commerce or Trades Associations or agricultural bodies, whenever the authorities desire our co-operation in that matter.

Now, Sir, the third paragraph, that is paragraph (c) of our amendment deals with Chapters VIII and IX and this concerns very important matters relating to the measures which the railway should adopt to increase their revenues and the question of rates and charges. These are matters which, in our view, intimately affect commerce and trade and industrial and agricultural operations in this country. We ask the Government not to put any of these recommendations into effect until they have had an opportunity, in a conference with representatives from different parts of the country of these great activities, of discussing these particular recommendations.

I now come to paragraph (d) of our amendment ; the recommendations concerning Chapter X which relates to the co-ordination of road and rail transport and here I must trouble the House at some length while I deal with this matter which is of particular concern to me and my own constituency. All we ask for in this amendment is that Government should not take action on these recommendations pending consultation. Why do we ask for this ? We are asking for this, in the first place, because this problem of road-rail co-ordination is a comprehensive problem and should be dealt with as a whole and not piecemeal. Secondly, we are alarmed at the obviously railway bias of the report. After all, the report was a report issued by railway experts, and naturally their bias was towards the railway position. That is why we are particularly anxious that before these recommendations are put into effect, there should be the fullest possible consultation with Local Governments and transport and road interests concerned. Then, in the third place Honourable Members who have studied the report, and particularly this chapter, may have realised that a great deal of the experience which is quoted is drawn from South Africa. What is the position of road-rail

co-ordination in South Africa? Here is a statement contained in a German journal, which may be presumed to be quite impartial in the matter, in which it is said that in South Africa, generally speaking, "competition between road and rail is non-existent". I have today received a copy of a letter from a gentleman who is in very close connection with transport interests in South Africa. He writes as follows :

"Co-ordination of road and rail transport as practised in South Africa means that all the sacrifices are made by road transport which is restricted to the extent that it simply cannot effectively compete with the railways."

When I mention that in South Africa, which has a mileage of motorable roads of 173,000, there are only 32,000 odd trucks and buses, whereas in British India which has a mileage of motorable roads of 73,000 there are 35,000 odd trucks and buses, it will be seen that the restriction of road transport in South Africa has been carried to a very large extent against the road interests. That is why we are very anxious that before these recommendations are put in force there should be further consultation.

There is a fourth reason why we ask for consultation of a very definite and comprehensive character and that is this. It has come to our knowledge that already action is being taken in certain Provinces in harmony with the recommendations of the report, which are of a very one-sided character. I have had evidence placed before me recently that in the Bombay Presidency, on the Nasik road, goods lorries are being checked by the police, assisted by railway officials. They are being kept under delay, the drivers are being subjected to exactions of payment from the police, and there are all sorts of petty and irksome interferences taking place with the normal operation of these road transport services. Similarly, in Madras there has recently been a move on very much the same lines. An order has been issued authorising the Commissioner of Police or the District Superintendent of Police, if he has reason to believe that any lorry is overloaded, to withdraw the licence from the driver and to suspend it for a period of three months if he finds that in fact that lorry is overloaded. There is no adequate provision for weighing machines and one knows from experience the harassment to which that kind of order may give rise through the subordinates of the police services. These are some of the things that are happening already in some of the Provinces. I could mention many other instances but I do not want to take the time of the House as there are other speakers. My argument is this. Before this or that recommendation is put into effect, what we ask for is that there should be thorough consultation, not only with the Local Governments concerned but also with the interests intimately connected with road development and road transport. Our experience of consultation in the past has not been too happy. I have again and again, in this House, urged that important measures in this connection should have received much more consultation than they have received. A particular case in point is the Bill that was introduced in this House recently to amend the Motor Vehicles Act. I understand that that Bill has been dropped and that a new and much more comprehensive one is forthcoming. All we want is that both the Bill and the recommendations of the Wedgwood Committee report shall be placed before the Transport Advisory Council,—which means the representatives of the Local Governments,—and before the representatives of the motor trade and the road transport

[Mr. F. E. James.]

industries. This should be done, if possible, before the Bill is introduced in this House. I am perfectly sure that if that is done it will ensure a very much happier and smoother passage for one of the most important pieces of legislation which Government have undertaken in modern times.

Now, Sir, that brings me to the fifth paragraph in our particular amendment, and that is the recommendation concerning the amalgamation of railways. In Chapter XIII of the Wedgwood Enquiry Committee's report there is a recommendation that there should be no further amalgamation of railways, that is to say, there should be no further exercise by Government of their option to take over the Company-managed lines, until the end of 1945, to give the Federal Railway Authority an opportunity of consolidating its position. We are not expressing any view on the merits or demerits of any particular form of amalgamation, but we do not agree that the question of Government exercising its option should be postponed until the year 1945. Our recommendation is that these contracts with Company-managed railways should be dealt with as and when they expire.

Now, Sir, that brings me to the last recommendation in our amendment and in some respects this concerns subjects which are perhaps the most important in the report. My Honourable friend, Mr. Satyamurti, has dealt with this, and all I should say is that they really merit an entirely separate day for discussion. It is important that the Provinces should, if possible, be aided in their programmes of nation-building services. On the other hand we hold that it is equally important both for the Provinces and the Centre that the railways should be placed upon a sound financial basis and that the stability and credit of the Centre should be maintained at as high a standard as possible. If there is no stability there it will affect the Provinces. Therefore, we shall oppose any proposal which does affect the stability and credit of the Centre by reason of the financial position of the railways. Sir, the report is not a report to be thrown into the waste-paper basket ; it is a report to be studied. Many of its recommendations are recommendations that have been made by competent railway officers in this country for many years ; and, because that is the case, there is no reason why it should be jettisoned. In fact the views of many authorities in this country have been reinforced by this report.

Before I sit down, I should like to pay a tribute to the staff of the railways during these difficult years. I would ask the House to listen to these figures. In the year 1936-37, *i.e.*, the last financial year, the gross increase in revenue was 4.83 crores and in the same period the decrease in working expenses was 64 lakhs. I would ask the House to pause and realise what these figures mean. Whereas in that year there was a gross increase in revenue of nearly five crores, there has been a decrease in working expenses of nearly  $\frac{1}{4}$ th of a crore. That is an achievement worthy of very great praise and I hope this House will not hesitate to pay that tribute to the staff and services of the railways who have been passing through such a difficult time.

**Sir Muhammad Yakub :** Cannot you include the name of the Railway Member also ? Perhaps you cannot.

**Mr. F. E. James :** I am at a loss to understand my Honourable friend's interruption ; it seems, as usual, to be entirely irrelevant. I

would ask the House to consider this amendment of the Group to which I belong. It is in general terms ; it is comprehensive ; it leaves many matters to be carried out by the executive. It places a definite restriction upon Government in carrying out matters of important policy until further consultation has been achieved in various ways ; and I think it is an amendment which should commend itself to all sections of the House. We are not able to accept Mr. Satyamurti's proposal because that deals only with particular aspects of the Railway report ; and, although it comes from the Public Accounts Committee, it deals more particularly with the somewhat racial aspects of that report. But our amendment, on the other hand, leaves ample scope for development in the future and does place a check upon the authorities in carrying out those recommendations of the Report which deal with policies and on which we lay great stress, and I hope, Sir, that the House will accept our own amendment.

**Mr. Lalchand Navalrai** : Sir, I must at the very outset say.....

**The Honourable Sir Saiyid Sultan Ahmad** : On a point of order, Sir. The amendment of Pandit Nilakantha Das is still there, and unless he wants to speak.....

**Mr. Deputy President** (Mr. Akhil Chandra Datta) : Unfortunately before the Honourable Member stood up, I called Mr. Lalchand Navalrai.

**The Honourable Sir Saiyid Sultan Ahmad** : I am prepared to speak now.....

**Mr. Deputy President** (Mr. Akhil Chandra Datta) : The Honourable Member will have the next chance.

**Mr. Lalchand Navalrai** : Sir, I must at the very outset say, that we are at a disadvantage on account of the procedure under which this debate is carried on. When a motion of this character was brought forward, I expected that the Mover of the motion would express his own views in the first instance on such an important matter as this.....

**The Honourable Sir Saiyid Sultan Ahmad** : I am very anxious to place before the House the views of the Government at the earliest opportunity and if my Honourable friend will allow me to do so, I would be very pleased.

**Mr. Lalchand Navalrai** : I understood at the beginning that it was arranged that we should speak first and then you would reply.

**The Honourable Sir Saiyid Sultan Ahmad** : No, no.

**Mr. M. S. Aney** : Sir, when this question was raised in the morning, we were given to understand by the Honourable the President that according to certain arrangement the Resolution was merely to be moved without any speech by the Government Member, and that Honourable Members were to move their amendments and also without their speeches. On account of the alleged arrangement, the amendments were also to be moved without speeches, and when these were moved in this manner a general debate was to take place. In fact, that was a very inconvenient arrangement, but as the arrangement was made, one did not like to take objection to the procedure suggested. But, Sir, it is certainly unfair to the House that the Government Member should remain silent without giving the House any inkling of his own view on this Report. We are here to give advice to the Government after knowing what their

[Mr. M. S. Aney.]

intentions are in the matter. That we should advise the Government without knowing Government's own view on the matter means that they are placing us in a very awkward position. However, since the arrangement was suggested, we accepted it, and if the Government Member really wanted to make a speech, he should have said so when he rose to make his motion.

**Mr. Deputy President (Mr. Akhil Chandra Datta) :** So far as the point of order raised by Mr. Aney is concerned, I think in all fairness it should have been raised when that arrangement was announced. I don't think there will be any difficulty in the matter. As soon as Mr. Lalchand Navalrai resumes his seat, I shall call upon Pandit Nilakantha Das to make his speech if he chooses to do so.

**Mr. Bhulabhai J. Desai :** May I say, Sir, a word of explanation ? As soon as the three Movers of the amendments had stated what they had to say, I understood that the Honourable Member in charge would then state the views of the Government as regards the different provisions ; it might have been an error of judgment.....

**Mr. Lalchand Navalrai :** Sir, I must make it clear that I never intended to make a personal grievance against the Railway Member, but I must repeat that we are at a disadvantage to place our views on the subject before the Railway Member has done so. This Report has come through the Public Accounts Committee, and, therefore, there was the opinion of the Public Accounts Committee before the Government, and it would have been only fair that there should have been some answer furnished or some arguments advanced to convince us that the Report is right. I thought the Honourable the Railway Member would himself feel that this would have been the proper procedure. I am sure he will excuse me when I say this.....

**The Honourable Sir Saiyid Sultan Ahmad :** Sir, I protest against this. I have been telling the House that I was quite prepared to make a speech before my friend made his, and he is now complaining that I did not get up and speak in time.

**Mr. S. Satyamurti :** Why not speak on the merits of the question ?

**Mr. Lalchand Navalrai :** Sir, I never intended to cast any aspersions on my Honourable and learned friend ; on the contrary, I feel well of him, because I feel that he has made a good beginning.....

**Mr. S. Satyamurti :** Then give him a chance to speak.

**Mr. Lalchand Navalrai :** But though I do not want to flatter him, I think he has already shown himself worthy of the honour, but we have to see how he does in the future.

I shall now come to the speech made by my friend, Mr. James. I have a regard for Mr. James and also for his legal acumen. But today when he said that this matter was not within the purview of the Public Accounts Committee, I was tempted to tell him that he should have thought over the question again before expressing his view. The functions of the Public Accounts Committee are known to all. I am sure he has worked in that Committee also. One of the functions of that Committee is to see that the money which is budgeted or which is given to the Government to spend is properly spent and properly accounted for.....

**Mr. F. E. James :** After audit.

**Mr. Lalchand Navalrai :** Anyway, I find that the reference to the Expert Committee was to examine the position of the Indian State-owned Railways and to suggest such measures as may, otherwise, than at the expense of the general Budget. If the Committee has been appointed to go into certain methods to find out how the income should be increased, or how it should be spent, and if the Public Accounts Committee scrutinises the recommendations of the Committee, to say that the Committee should have no voice at this very early stage and that it is not within their province to do so is wrong. It is surely within their jurisdiction. Coming to the point whether this report should be accepted or not, I submit, firstly, that this is a report of certain so-called experts who have been imported from outside to come and make a report. They are persons who have no knowledge of Indian conditions and they themselves admit it in the first page of their report, where they say :

“ The Committee, who had no previous knowledge of Indian conditions, were accompanied during their tour round India by Sir Raghavendra Rau . . . . . ”

Therefore, we have before us a report of persons who had no previous knowledge of Indian conditions. The officers who accompanied them were not associated with them as Judges, but these three men were the Judges. The officers who accompanied them could only give a biased account because they were the very persons who had been carrying on the administration which was to be tested. Where were the persons to put the other side of the case ? Therefore, I submit that those officers were mere witnesses, but the Judges were those three men who came from outside. If some Indians had been added to the Committee as real members, there would have been a better report. I must say that a better report at much less expense could have been made if men had been selected from the Railway Department and others—I do not mean to say that the Judges should have been had from the Judicial Department. My submission, therefore, is, that the report inspires no confidence in us.

There are many circumstances which I can show to the House in order to prove that this report is not acceptable. In the first place, the Committee have not produced any facts or figures to support their comparison method but accept what is said to be going on here in India as being correct. For instance, they compare the wages and they say, after considering the wages here and elsewhere, that the wages that are paid there are not on a high level. But they have not produced any facts or figures as between United Kingdom and other foreign countries. A gangman here in India starts on Rs. 13 and goes up to Rs. 16, whereas one in England gets £4 to 5, that is to say, equal to Rs. 55. Yet, they have made a recommendation that the pay of the higher officers who are at the top should not be touched. But with regard to the subordinates, they say, let the matter be considered further to see if retrenchment can be made. Is that fair ? Is that a report which the House would accept ? Then the very sad feature of this report is the racial aspect of it.

**Mr. Deputy President (Mr. Akhil Chandra Datta) :** Order, order.

3 P.M. Although there is technically no time limit, still to have a proper debate, may I appeal to the Honourable Member who is now in possession of the House to conclude his speech now, especially in view of the fact that the Leader of his Party had accepted

[Mr. Deputy President.]

that arrangement. I am not giving a ruling, I am only appealing to him.

**Mr. Lalchand Navalrai :** I accept that arrangement, I respect the view of my Leader. May I know how much more time I have ?

**Some Honourable Members :** You have finished your time.

**Mr. Lalchand Navalrai :** I will try and finish very soon. I do not think I have taken more than fifteen minutes. This racial leaning is contained at pages 29, 38, 30 and 45 of the report.

Then, Sir, I do not agree with them as regards the divisional system. Public opinion has pointed out for a long time that it is a ruinous system of administration. There are too many officers and it is not economical at all. Then we know how the selection boards are working and how nepotism and partiality prevail there. We have discussed this question several times in this House. I would submit that this report is such that it should not be accepted but I do agree with Mr. James with regard to one chapter being accepted, with regard to incivility among the railway staff, including some of the higher officers towards the travelling public. There is so much of dishonesty and incivility that Government should take action at once. Recently a case happened in Karachi, where a very respectable man was insulted, with the result that the man had to go to Court against the Group Inspector and ticket collectors. The magistrate made some very strong remarks against those officers. So far as this is concerned, I hope the Honourable the Railway Member will take up the matter at once. With these remarks, I resume my seat.

**Pandit Nilakantha Das :** I understand the House is impatient to hear my Honourable friend, Sir Sultan Ahmad, as soon as possible and many perhaps expect that he will end his speech by saying that he has nothing to do with this report. It is really a horribly useless mass of printed matter and we have been subjected to the punishment of going through it from the beginning to the end. Not only it is useless and as has been described by my friend and Deputy Leader, Mr. Satyamurti, it appears to be a device to create a situation to put the Indian railway business perpetually under the tutelage of English industry and English talent. There is in fact nothing else in this report. While the authors yet appear to be impartial and point out certain defects, it is surprising that they almost at every step recommend that talent and experience from Great Britain should be imported. What do they mean ? What does this Government mean ? Are they not really ashamed of placing such recommendations before this House ? This English Government has been going on for over seven generations in this land and this railway business has been going on for four generations. Do they consider that India is full of men of the Neolithic or Paleolithic age or even orangoutangs for whom they are here to perpetually create favourable environments for geological ages, so that these primitive creatures may progressively evolve into men ? What do they mean ? It is really exasperating to read that English talent should be imported for our business !

Of what use has been English talent so long ? In spite of four generations of English talent, there is corruption and incivility everywhere. Your Agents and Mechanical Engineers were and still are all



Englishmen. From the evidence of the Tata Company before the Tariff Board, I can prove that the Jhelum bridge was planned in such a way that the sections could not be made by Tatas. Of course the sections could have been changed a little. The Tariff Board admitted that it was wrong. You have got technical experts and there are recommendations that more men should be imported from outside and from Great Britain. Even for advertisement and propoganda you want men from outside. I have read the whole report and though at places they may appear to be impartial they are no better than the man who planned the Jhelum bridge.

I fear that Government do not mean business, do not mean what they profess. That is why I have put in this amendment in clear and constructive terms. My amendment is the most effective amendment. In a word it means : be economical by simply eliminating waste, and make the business Indian both in spirit and form. Corruption will go. Incivility will vanish. Let our people feel that the business is really ours. I do not want to go into my amendment item by item because that will take much time. It is self-explanatory.

But to bring out my points more cogently I shall draw your attention to certain remarks of this Committee to show how things are going on even today. I know there is nothing peculiar or important in their suggestions or remarks. There is my Honourable friend, Sir Sultan Ahmad, an unadulterated lawyer of a city and I am here in the words of my friend, Mr. Sri Prakasa, a simple, honest villager. I think if both of us sit for a couple of days in one of these Committee rooms of this Chamber, we can draft a much better report than this with the information already in his possession. What is new there in this report ? Still they have said :

“ Every capital scheme has to be justified and should be limited by reference to the narrow resources of the country and not by the practice of richer or more rapidly progressing countries. We cannot help feeling that, in the past fifteen years, stations, workshops and marshalling yards have often been built to be the last word in railway technique rather than on a careful calculation of probable requirements, and that prestige has perhaps counted for more than prudence. It is the worst feature of such overgrown schemes that they continue to burden the railways with excessive costs of maintenance and operation quite apart from the excessive interest charge involved. We have felt that there is perhaps something of the same lack of proportion in the importance attached to the improvement of the amenities of first class accommodation in a country where about 92 per cent. of the passenger revenues come from the lower class traveller.” (Report, page 43.)

What is being done even after the consideration of this report ? Apart from the air-conditioned coaches which were undertaken last year, in this year's programme the Railway Finance Committee have passed 15 higher class coaches for the North Western Railway.

The Committee have said that ten per cent. net profit should be the basis of all capital outlay. If it is not so on calculation no capital expenditure in future should be undertaken. Now, what are these foreign technical men, foreign Agents, and others doing ? In the name of development we are going to spend ten crores on a new line in Sind and the calculated income is .5 per cent. I refer to the proposals contained in the Railway Finance Committee Proceedings, (Volume XIV, No. 1, page 3). The Railway Board suggest that the Sind Government should guarantee three per cent. outturn. But this Railway Enquiry Committee says that the minimum outturn should be ten per cent. of the capital outlay.

[Pandit Nilakantha Das.]

Then, let me refer to purchases. We are always pressing in this House that purchases should be centralised and it is for this purpose that on the recommendation of the Industrial Commission when the so-called Reforms of 1920 began that we started the Indian Stores Department. There also we are having the same progressive expansion as we are having towards the self-government. Now, what is the position? The Industrial Commission's main purpose was that it should be centralised but it has not yet been realised. This Committee also definitely recommends that purchases should be centralised in the Indian Stores Department. But our foreign Agents, mechanical engineers and all men who are expert in railway business still find a loophole and they tell us: "Oh, there are Company-managed railways and they cannot be compelled to purchase through the Indian Stores Department because there is the contract in the way." If there are such contracts with any Company-managed Railways, then those contracts are not only against public policy, but against business morality, and should be considered void. Or such managements should be purchased at once and at any cost. But instead of that, it is being proposed that they should not be touched and perhaps more State-managed Railways will also be given to the Companies. Perhaps that is the proposal of this Committee, I do not say this proposal is recommended in so many words. But that seems to be the intention. At least existing Company-managements should not be touched till 1945, whereas it is these Companies which have created this situation in this country, by their waste, squandering and robbing the Indian taxpayer.

Regarding these purchases again, I shall give you one instance. There is one item in the railway purchase that is called 'Advance grant for general purposes stores'. I refer to page 5 of Volume XIV, No. 1 of the Railway Finance Committee's report of this year. This advance purchase is to be generally purchased from England and all the purchases are to come from outside India. Order for this purchase is given in advance of two years or at least a year and a half. During the year 1929 or 1930 this was placed before the Committee. It was then 80 lakhs. But objection was raised as to whether these things can be purchased in India. Then it was said that the Assembly had passed that this sum should go to England without further scrutiny. But it was scrutinised and the allotment was substantially reduced. The reduced sum was about 45 lakhs. Now, our purchases have been reduced as we have no money to be very lavish in new undertakings. Our stores purchases item which was then roughly twenty crores has come down to about ten crores. But this item of unscrutinised English purchases last year was 110 lakhs. I asked why the amount had been increased to such a sum and we demanded that a list of articles of these purchases should be given so that we may be able to scrutinise whether the requirements can be made available in India. That was promised but the money went to England. Then, this year the amount came to Rs. 125 lakhs and we had a memorandum. The memorandum is printed in the Proceedings of the Railway Finance Committee (Volume XIV, No. 1, pages 6 and 7), and it shows that even articles like lavatory fittings, roof tanks, hoses, rubber and canvas, belting, flax canvas; Indian Railway seats, cushions and pads and twine; crockery and cutlery; paint, varnish, enamel, paint brushes; waterproof capes and caps, etc., which can either be readily purchased or can be very easily made available in India were not purchased here. I daresay if proper

scrutiny is made more than half of this money can immediately be devoted to Indian purchases of articles readily available, and then with the rest many small industries can either be encouraged or made to come into being. But no ; we are to give all this money of Rs. 125 lakhs with our eyes closed and this is how England's talent in business is managing. I do not think my Honourable friend over there is responsible for all this. He deals with papers. He will see in the papers that these things cannot be purchased in India, and like a lawyer he will put his case before us. In the face of all this you say that you would bring people from England to set them over our heads to rob us perpetually in an atmosphere of corruption and incivility to our people, and to create a permanent situation when experts from abroad will come and say : " Oh, you can live only when you bring people from England ".

In their proposals for economy the committee indulge in speculative results of some more initial expenditure which has been proposed."

**Mr. Deputy President (Mr. Akhil Chandra Datta) :** May I appeal to the Honourable Member to finish now ?

**Pandit Nilkantha Das :** I will finish in a minute. I never take undue time. Even my Honourable friends of the European Group could not find materials in the Report to give an amendment more than in general terms. Their amendment means some speculative arrangement for further expenditure and some items of agenda for further committees and conferences. From this I propose that my amendment should be very sincerely taken and accepted. The whole administration should be Indianised, foreign purchase should be reduced to irreducible minimum and all purchases should be made through the Indian Stores Department and if there is want of Indians, you should train them at once for all jobs required. If there are any things which could be made in India, you must get them manufactured in India. Even locomotives should be made in India. We have special factories for repairs and for making other stocks. I can demonstrate to you very effectively that broad gauge locomotives could be manufactured in India. But I have no time to deal with this in great detail. You have got 5,300 locomotives today, and the life of a locomotive in ordinary use is 35 years. Now you are having intensive use of the locomotives. Say, the life will now be 25 years. Then, ordinarily you are expected to require a little over 200 B. G. locomotives every year. If the trade looks up and business improves and there are new capital undertakings, then you require much more. You must gradually train Indians and according to this plan you can man the entire department with Indians within three years. Then corruption will go, the road problem will be put in its proper place and the people should feel that the railways are their own property and their own business. I hope with this outlook and judged by this criterion my amendment will be accepted by the House.

**The Honourable Sir Saiyid Sultan Ahmad :** Sir, it will take a few minutes to get over the hilarity created by the last speaker, but I will try to be as short as possible. At the same time the report is so important and the discussions on it have been so very constructive and useful that it will not be proper for me to ignore any criticism of a major character which has been levelled on the floor of the House. Sir,

[Sir Saiyid Sultan Ahmad.]

I heartily welcome this early and fairly full discussion on the Railway Enquiry Committee report which I do know had been exercising the minds of a large section of Indian public opinion in this country since it was published. The more so, because I think it is time that some pronouncement on behalf of the Government should be made upon it. I feel happy that it has given me the opportunity on behalf of the Government to express their views, at any rate, on some of the most important findings of the committee. But, before I do so, I should like to make a few preliminary observations and the first that I should like to make is, in spite of what has been said by my Honourable friend, Mr. Satyamurti, to pay my tribute to the committee who, at great inconvenience to themselves, came over to this country and tried their best to come to some salient conclusions and make recommendations. I do not agree that the report is one which should be thrown into the waste-paper basket and I hope the House will share with me, if for nothing else, as a matter of Indian courtesy for which we are famous, the debt of gratitude which we owe to them.

**Some Honourable Members :** Oh ! Oh !

**The Honourable Sir Saiyid Sultan Ahmad :** We are grateful to them for the work they have done. Sir, the House is aware that the railways in India are extremely big concerns and require most careful and technical and financial handling. I concede that expert's advice is extremely necessary and valuable, but it must also be conceded that as railways exist to serve the public, the public at large are also entitled to have their view points considered. (Hear, hear.) I suggest that unless the administration and the public co-operate with each other no railways in the world can be a success, commercially or otherwise, and, therefore, it would not be detracting from the value of the report itself, which in my opinion is high, if the Government accepted the public point of view or allowed their own policy to prevail against some of their recommendations. I again repeat, and I hope it will be accepted by the House, that Sir Ralph Wedgwood and his colleagues are entitled to our warmest thanks and gratitude.

Sir, coming nearer home, there is another body who is entitled to our appreciation, and that I say in spite of what my Honourable friend, Mr. James, said, and that is the Public Accounts Committee. (Hear, hear.) In their report on the railways they have devoted a good deal of their time to the consideration of this report. Whether they had jurisdiction or not, it is immaterial to me. Government always consider and always welcome well-thought out and well-considered opinions and even where we disagree from them we do so after giving fullest weight to their opinions and only when in the discharge of our responsibilities we feel that we must come to a different conclusion.

I have also listened to the debate today and to the speeches of my Honourable friends with greatest interest and I am sure Honourable Members in this House will have realised that it is exceedingly difficult, almost impossible, for the Government to come to definite conclusions upon all the points that have been raised either in the report of the

Railway Enquiry Committee or in the Public Accounts Committee report or in the suggestions that have been made on the floor of the House.

Having paid these compliments which are fully deserved, may I be permitted, Sir, to refer the House to a paragraph in the report which has also been used by the Public Accounts Committee in their recommendations to us and in the amendments moved? They say in paragraph 22 :

“ Our general survey of the Indian State-owned railways from 1924 to 1936 shows that their financial results are better than those of other comparable railway systems, whilst their operating statistics indicate that there has been a substantial advance in efficiency and economy of management since the depression began in 1930.”

My Honourable friend, Mr. Satyamurti, used this paragraph to resist a recommendation of the Committee, but I think and suggest that these remarks have really a different but significant meaning. They carry with them a most handsome compliment to those who are at the head of the different railway administrations and to the Railway Board whose vigilance, guidance and supervision have brought about this well-deserved encomium.

Sir, I will now proceed to deal with some of the important recommendations and I will bear in mind the criticisms of the report by my Honourable friend, Mr. Satyamurti, by my Honourable friend, Mr. James, and my Honourable friend, Pandit Nilakantha Das, and I propose, as I said before, only to deal with some of the major and important points. I must also say that the conclusions that I have arrived at on these important matters *are after consultation and in full agreement with the Railway Board.* I will take up these issues one by one.

The Railway Inquiry Committee, while recommending the strengthening the commercial side of the railways,—a recommendation with which we all agree,—proposed the appointment of a commercial manager and a commercial staff on all the railways and they suggested that such a man should be imported, in the first instance, and active steps taken to train others to work under their guidance who may be able to take their places in future. Sir, Government have given the fullest consideration to this important question and while we feel that new additional posts for the development of commercial departments of railways will inevitably be necessary, Government are definitely of opinion that the necessity of importing people from outside for this purpose does not exist at all. (Applause.) We are satisfied that the object which the Railway Inquiry Committee had in view can best be fulfilled by appointing suitable recruits from India who will be in touch with commercial and trading interests. Experiments already made on some of the railways in India have been attended with conspicuous success.

Sir, the Inquiry Committee have made certain recommendations in connection with the subordinate supervisory technical establishments and the gazetted posts in the mechanical engineering department. This was a subject matter on which my Honourable friend, Mr. Satyamurti, dwelt at length. The remarks I have made in connection with the commercial staff and the commercial manager hold equally good in their cases. (Applause.) And I again like to assure the House that no recruitment in

[Sir Saiyid Sultan Ahmad.]

these posts and those I have already referred to will be made from abroad until Government are convinced that suitable recruits cannot be obtained in this country.

Sir, the Inquiry Committee have recommended the appointment of a Press Liaison Officer with adequate staff to constitute what may be a railway information office, and the committee recommended the appointment of a young and enterprising British journalist to take over the task of organising this office of the Railway Board. Here again Government are fully satisfied that many a young and enterprising Indian journalist, fully capable of organising an office of this kind, can easily be found. (Applause.)

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

Sir, the Committee recommend that the statistical officer should be reinstated in the Railway Board's office. After giving my fullest consideration to this question, I have come to the conclusion that it is a necessity. The statistical department of the railway will be a technical department in which the experience of railway statistics is absolutely essential. Having satisfied myself on that point I have come to the conclusion that an officer of this kind is an absolute necessity. I have also come to the conclusion that we should try to find a suitable person for this purpose in India. But if one is not to be found here we will purely as a temporary measure, say for two years, bring out someone from outside who will not only organise this office but will also train some young men to take his place soon after he goes. I, however, again repeat that I want it to be clearly understood that if he is imported at all, it will be only as a temporary measure.

Sir, the Railway Inquiry Committee have made certain recommendations with respect to the need for adequate depreciation and reserve funds, and suggested that railways should no longer be looked to as a possible source of revenue for the relief of general taxation. It is a very important question and may have far-reaching consequences. While there can be no doubt that on the basis of railways in this country being strictly commercial concerns much could be urged in favour of the view taken by the committee, on the other hand there may be other equally serious considerations which cannot be overlooked when dealing with the surplus profits of the railways. It is, however, impossible, and I hope Honourable Members of the House will appreciate it, for Government to come to a final decision without giving the fullest consideration to all the implications involved. But I want to make a pronouncement on behalf of Government, with all the responsibility that I can command. I would like to say without the slightest hesitation that whatever may be the final decision of Government in regard to the disposal of any railway surpluses that may accrue, the amounts payable to the Provinces under the Niemeyer report will be fully met and pledges made in it strictly honoured. Government are anxious that any misapprehension and uneasiness that there may exist on this matter should be completely removed. Government are fully aware of the anxiety with which the Provinces look to the Centre for assistance, and I do hope

that this statement by me on the floor of the House will ease their minds and the apprehensions in the public mind will be completely removed.

Sir, while I am on this point, I should like to express my great gratification, a gratification which I am sure the House will also share with me at the encouraging railway financial position at present and in the immediate past. The gross traffic receipts for 1936-37 were 95.48 crores as against 90.65 for the previous year, showing thus an increase of 4.83 crores. This was also mentioned in passing by Mr. James in the course of his observations. In spite of this increase in gross earnings, there was a decrease in working expenses of 64 lakhs. The working expenses were 50.23 crores against 50.87 crores in the previous year. Taking into consideration also the miscellaneous receipts and charges, the net revenue was 32.01 crores against 27.40 in the previous year, that is, an increase of 4.61 crores. The net surplus, after meeting the interest charges, was thus 1.20 crores against a deficit in the previous year of 3.99 crores, that is, the betterment in the net position was 5.19 crores. In regard to the present year, though the permanent Railway Member, Sir Zafrullah Khan, anticipated a surplus of 15 lakhs only in the year 1937-38, it is my privilege to announce that the increase in the gross earnings within the last five months over the corresponding period of last year is two crores and 60 lakhs. I do hope, Sir, that the House, when considering the question of what is being done by the Railway Administrations in India, will remember how the expenditure has been cut down and the earnings are growing.

I now turn to another important question, and that is the Rail-Road competition. The present position is that a comprehensive review of the law relating to road transport has been prepared in the Department of Industries and Labour, and two officers of that department are at present on tour discussing the draft with Provincial Governments. On their return the whole matter will be further examined by the Government of India, and it is hoped that a Bill will be introduced in the cold weather Session at Delhi. Before this, the Bill will be referred to the Transport Advisory Council. The Honourable the Member for Industries and Labour has authorised me to state that he is prepared to give the fullest opportunity to the representatives of the transport interests to represent their point of view to him. He is, however, of opinion that the joint meeting of the Transport Advisory Council and the interests of the trade, as was suggested by Mr. James in his speech, is of doubtful practicability, and in regard to it, therefore, I am not in a position to give an undertaking on behalf of the Government.

Sir, three or four very crucial and important issues have been raised by the Railway Inquiry Committee in their Report, that is, in regard to short options and amalgamation of Railways, the question whether the State Railways should become Company-managed Railways or the Company-managed Railways should become State-owned. They are undoubtedly very important questions and really raise new issues. I would only like to assure the House that the previous statements of policy made by the Government of India outside this House and also on the floor of the House will be fully borne in mind when considering these questions. The whole matter will be given the most careful considera-

[Sir Saiyid Sultan Ahmad.]

tion, and, if any departure from the previous policy is ever contemplated, it will not be given effect to without the fullest opportunity being given to the Legislature to consider the same. (Applause from Congress Party Benches.)

Sir, a suggestion has been made by Mr. James that the recommendations of the Committee in Chapters VIII and IX regarding measures to increase revenue and rates and charges should be postponed pending the result of a conference to be arranged between the railway authorities and the representatives of Commerce, Industry, Trade and Agriculture. I have at present no carefully prepared or concrete scheme to give effect to this suggestion, but Government shall give it their most serious consideration, and hope to be able to give effect to it in some form or another.

I should like now to deal with some of the important points raised by my friend, Pandit Nilakantha Das. I may inform him that our statistics in regard to the rolling stock show a marked improvement over the past ten years as do the figures for the cost of repairs. He himself is a member of the Standing Finance Committee, and will have every opportunity of scrutinising any proposals for fresh objects.

So far as workshops are concerned, the Railway Board have at present under consideration the concentration of specialised work in big workshops.

I have now to refer to a criticism in regard to extravagant capital expenditure which he has mentioned in his amendment. I admit the justice of the criticism, but I feel that this House cannot be divorced from its responsibility for it as they themselves, I understand in 1925, approved a five-year programme costing 150 crores. I must, however, draw attention to the fact that between 1931-32 and 1936-37, our last financial year, the capital at charge on railways increased only by six crores, and I assure the House that proposals for capital expenditure for the future will receive the most careful scrutiny. It is a pleasure to me to state that the Financial Commissioner at present is my Honourable friend, Mr. Staig, and he seems to be a hard nut to crack. (Laughter.) I have never claimed to be an economist, but I am glad that there is a Scotch in the office. (Laughter.) I can assure you that if the hard nut will ever crack, it will crack after having cut down the demand for expenditure by at least a few lakhs, and if he forgets to do what his country has taught him, my Honourable friend, the Finance Member will never allow the opportunity to lapse. Whether the expenditure is to be incurred on the north, south, east, or west, or north-west of India, whether it is in pursuit of a mendicant who is flying away or whether it is for the replacement of bad and defective locomotives the Finance Member has got a very vigilant eye. (At this stage Pandit Nilakantha Das interrupted.) Please let me go on.

Our present stores purchase policy is generally in accordance with the views of the Committee. Each year railways are purchasing more of their requirements through the Indian Stores Department, and whenever possible, preference is given to the purchase of indigenous



materials ; in fact, on various occasions a reasonable price preference is given in favour of Indian manufacturers. (At this stage Pandit Nilakantha Das interrupted.) I must ignore my Honourable friend's interruption.

The Railway Board are examining the most suitable methods of extending the research work already being done by the research organisations of the Indian Stores Department and the Central Standards Office of the Railway Board. These are in closest co-operation.

My Honourable friend, Pandit Nilakantha Das, concluded the support of his amendment by a reference to the training of Indians both in India and abroad to ensure efficient management. I need perhaps allude only in this connection to our special scheme for training Mechanical Apprentices for officers' posts at Jamalpur. They have a four years' training there and are then sent to England at the expense of the Government for a couple of years. In regard to other aspects of railway work, experience has not yet proved that special arrangements for training are necessary. My personal feeling is that there is plenty of material already available in India for such work without arrangements being made for special training. In regard to subordinates most railways offer facilities for practical and theoretical training by the taking of apprentices in their mechanical workshops. We are, however, considering extending this system.

In view of the facts I have stated above and on the inadequate consideration I have been able to give to it, as at present  
 4 P.M. advised, I am inclined to deprecate my Honourable friend's suggestion for a three years planned programme. So far as it relates to expenditure, he, as a member of the Standing Finance Committee, will have the fullest opportunity of examining any proposals that may be made, and equally this House has the fullest opportunity of scrutinising them at the time of the presentation of the Railway estimates.

Sir, I do not want to detain the House any longer. I do not claim that I have dealt with all the remarks which are to be found in the Report of the Public Accounts Committee or with all the remarks which have been made on the floor of the House. I have taken the most important criticisms which have been made and on which decisions could be taken, but there are a mass of extremely useful recommendations made by the Wedgwood Committee in their Report and also a number of criticisms on the same made by the Honourable Members who have preceded me. These will be considered in due course and it has been a great advantage to Government to have got all that could be said in favour of or against the proposals. I will only conclude my remarks by impressing upon the House that the Government of India are not only anxious to make the State-owned Railways in India a financial success but that they are determined to make them in efficiency and economy of management, discipline and treatment of the people whom they serve, far better, not only better, but far better "than those of any other comparable railway systems in the world". The Government of India are further anxious that the railways, consistently with high standard

[Sir Saiyid Sultan Ahmad.]

of efficiency, should continue to recruit and train Indians in various departments and activities of the railways, so that in times to come they may be able to attain the highest places of trust, control and responsibility. (Applause.)

**Dr. Ziauddin Ahmad** : I desire to congratulate the Honourable the Railway Member for the lucid speech that he has just delivered. He has removed most of the apprehensions which we on the opposition side had in our mind. But there is one point, however, about which I am not quite clear. My Honourable friend said unequivocally that the Niemeyer's award will be observed, that the grants promised to the Provincial Governments will be given. But he did not say anything about the Convention of 1924, whether it will or will not be observed. That is a point which probably has not come before the Government of India for decision.

Now, coming to my Honourable friend, Mr. James' remarks about the Public Accounts Committee. I quite agree with him that it was not the function of the Public Accounts Committee to review the Report of the Wedgwood Committee, but the Public Accounts Committee is not to blame for that. May I just remind my friend that on the 3rd February, 1937, I asked the Government whether "the question of fixation of rates comes within the terms of reference of the Committee", and the Government replied that "the terms of reference are almost exactly those which were laid down by the Public Accounts Committee", and then they said "that the committee had been left to interpret them in any manner they choose". This shows that this committee was appointed under the direction of the Public Accounts Committee and, therefore, it was not wrong for this Committee also to review the work of the Railway Inquiry Committee. The blame does not rest with the Public Accounts Committee but with the Government who carried on the instructions of the Public Accounts Committee in this way. Sir, we are on the eve of momentous changes in our railway administration, changes much more important than we had to face after the war in the year 1920. The lead given by the Acworth Committee was exceedingly valuable to the Indian administration. They settled few important questions about the railway administration; the separation of the railway accounts from the general accounts, the direct administration of the railways, giving more opportunities to the public to take interest in the administration of railways and the last was the creation of the Department of Communications. Now, we expected similar lead from this committee but, unfortunately, the committee did not deal with important problems which are facing us today. The report indicated only statistical knowledge of the railways in the United States, thorough knowledge of the day to day administration of the United Kingdom and still more thorough knowledge of the administration of the Indian Railways but they indicated no knowledge of the working of the railways in other countries. It was pointed out by one of the speakers and admitted in the report itself that the conditions in the United Kingdom and also in the United States are very different from India. They have got enormous resources to fall back upon which we in India do not possess. Therefore, the conditions in other countries were really much more favourable to us than the conditions in these two very important countries and, unfortunately, there was no comparison in connection with this matter. Now,

I come to the financial recommendations. The first thing I take is the depreciation fund. I had been pressing on the floor of this House for the last three years that the amount which we set aside for the depreciation fund is excessive. The figure of 1/60th of the capital at charge might have been arrived at in consultation with the Auditor General and the railway authorities but looking into the affairs and finances of other countries, it is not justifiable. We ought to take the working expenses on repairs, maintenance and replacement during the last ten years and we should find out the average from these figures and set apart this amount for maintenance and so on. We budget at present 13½ crores under the depreciation fund and our expenditure in the maintenance and repairs will be in the neighbourhood of ten crores. The amount we credit to depreciation fund is so great that we have two working ratios one with and the other without depreciation fund. One working ratio at present is 54.9 and the other with the depreciation fund which is 69.5. That is about 15 per cent. higher. Now, I ask the Railway Member and others interested in the railways to examine the figures of other countries. They have all got only one working ratio. There is no depreciation fund in this matter. I consulted *Statistique generale de Chemins de fer de Monde* where the statistics are given of all the railways in the world, I did not find two working ratios. Therefore, this figure of depreciation which is set aside is very large and this is ultimately intended to reduce the quantum of the profit in order that they may avoid the payment of their obligation to general revenue of one per cent. of the capital at charge.

Now, the next point I take up is the question whether the railway authority like Provincial Governments should be allowed to borrow money direct from the public. I think that this analogy of the Provincial Governments is not complete. The Provincial Governments are really responsible to the people of the Province. They have got a strong opposition party and their action can be exposed. The Railway Authority can take shelter under the statutory power given to them by Parliament and no criticisms can be levelled against them. Therefore, the case is not exactly parallel. Besides the previous records of Railway administration are not good. By creating a statutory authority we have effected slight change. Instead of the Executive Council, we substitute the Railway Authority, and instead of the Member in charge, we substitute the President. Otherwise the personnel will remain the same. Simply by making this change you cannot, like the Alladdin's lamp, change the whole character of the railways. They have been spending money right and left since 1924. They started a large number of unprofitable concerns like the railway stations at Cawnpore and Lucknow. We have the example of the Kangra Valley project and the Kalyan Power House, where actual expenditure was several times the estimates. There is the unhealthy competition of the two railways in Bombay. They purchased heavy engines without considering whether the track was suitable for them or not. I, therefore, oppose the recommendation that statutory authority should have power to borrow independently in open market.

The next point I take up is the question of financial obligations. Now, here the denial of the one per cent. at charge is the negation of our convention of 1924, which requires very serious consideration. We were told on the floor of the House that the Naimeyer's award will not be affected

[Dr. Ziauddin Ahmad.]

but if we don't get any contribution from the railways, the burden will fall on the taxpayers of India. I, however, welcome only one recommendation of theirs and that is the establishment of the equalization fund and I agree with my friend, Mr. Satyamurti, that it should not be utilised for amortization purposes and should be used only to pay interest charges in times of adversity.

Coming to the administrative side, I am glad that the committee have pointed out that the work done by the staff during the days of adversity was exceedingly good. They praised them and said that in spite of the depression the working ratio on Indian Railways was much better than the working ratios in other countries. In view of this, I think they should not bring men from outside but carry on the work and we are relieved by the assurance given to us by the Railway Member that in these new appointments preference will always be given to men who have already done good service in this country. This is not all.

"The Committee further recommends that the Government should wash off all responsibilities from the railway administration. The Committee highly deprecates administrative interference."

This is their recommendation on page 131. They say that :

"Under the new conditions it is of the first importance that the Government should limit its interest to that of a debenture-holder. . . . The way would thus be clear to the establishment of the Federal Railway Authority on a self-supporting basis, provided it is able to pay the full amount of the interest due to the Central Government on the capital at charge."

Later on they say :

"The Government would not be denied the right of a debenture-holder to appoint a receiver in case the interest is not paid."

This is really the position in which the Government will find itself. If we picture in our mind the kind of Federal Railway Authority which the report has in contemplation, we find that there will be a company having no shareholders, but part time directors alone and the interest of the Government will be limited to that of a Debenture Holder entitled to get interest and no voice in administration. The directors will have the full control over Railway administration. Now, these directors will come like the directors of other companies once in a month or once in three months and will be paid the travelling allowance for attending the meetings and the work will really be done by the managing agents. The managing agents in this case will be the Railway Board. Now, we have discussed a good deal about the evils of the managing agencies during the last Simla Session. I myself quoted some of these evils from the well-known book called Sillatain and described the evils of the system. We will have a Board of Directors immune to any criticism of shareholders because there will be no shareholders, and the Government will be there only as a debenture-holder and having no interest other than receiving interest charges due to them. These recommendations will be very unpopular.

The next point to which I would like to draw the attention of the House, which has also been referred to by the Honourable Member for

Railways, is that they want the reversal of the policy laid down by the Acworth Committee. This is what they say on page 119 of their report :

" Indeed, we should feel bound to urge a radical reconsideration of the whole question of State-management and a fresh examination of the possibility of creating privately managed companies with Boards of Management domiciled in India."

This is really a complete reversal of the policy which the Government have so far adopted in this particular matter. I hope that without due consideration and without consulting the Assembly the Government would not reverse the policy which has been accepted by them and has been followed by them during the last 15 years.

I now come to the commercial side. One very important thing on the commercial side is their recommendation about the rates and freights, and this, I believe, is the weakest Chapter in the Wedgwood Committee's report. Even Mr. James in his amendment has accepted its weakness but his criticism is rather mild. He says :

" Their recommendations concerning rates and charges be postponed pending the results of a conference to be arranged between the railway authorities and representatives of commerce, industry, trade and agriculture."

Now, the Committee, in fact, recommends the continuation of the existing evils. The Committee admits that the same article is classified in a different manner by different railways. 'Cement, for instance, is carried by Class I Indian Railways on seven different schedules so that the charges for 300 miles vary from 50 to 114 pies per mile. The same is the case with salt'. Unnecessarily large number of classifications, the wide difference between the maximum and minimum, the absence of any effective rate tribunal, all these things were brought to the notice of the Committee but it did not suggest any solution. This is really one of the very important omissions of the Committee.

Next, I come to the staff. Now, they have paid a very great tribute to the staff and I hope that the remarks made by the Honourable the Railway Member will be followed.

Since we had an undertaking that we should limit our time to 15 minutes, I do not want to say much about the rail-road competition about which I have already written a Memorandum. I would like to say just one point. The solution of the rail-road problem lies on two principles. In the first place, the railway administration should set its own house in order. They should make the transfer of goods and passengers as cheap as possible and make it as convenient to the tradesmen and passengers as possible. The second thing that I wish to say is that a programme of roads should be formed and we should give preference to those roads where no form of communication exists as compared to those roads where there exists already some form of communication.

**Mr. N. M. Joshi** (Nominated Non-Official) : Mr. President, I join my Honourable friend, Dr. Ziauddin Ahmad, in paying a tribute to the great speech which the Honourable the Commerce Member made this afternoon. The friendliness of his tone has introduced a new atmosphere in this House. I hope his other Colleagues will follow his example so that the work in this House will be done not only with greater success but in a better spirit. Sir, I also congratulate the Honourable the Commerce Member for removing, at the very outset, one of the

[Mr. N. M. Joshi.]

greatest obstacles to the calm and impartial consideration of the Wedgwood report, namely, his pronouncement that the Government of India is not in favour of the proposals of the Wedgwood Committee for Europeanization of the railway services in India. When the question of the personnel of this Committee was discussed last Session, I was one of those people who protested against the personnel of this Committee. I felt that it is wrong to expect full justice from a British Committee when there is a conflict between the interests of Indians and Britishers. It is wrong to expect them to be angels which the Government of India sometimes does. The British experts are, after all, human beings. They have got their prepossessions and prejudices and also interests. Unfortunately, when a British Committee makes recommendations which are in favour of British interests, not only those recommendations do not receive consideration at the hands of the Legislature but the other parts of the report are also treated with natural prejudice. I, therefore, congratulate the Honourable Member for having, at the very outset, removed the obstacle for the impartial consideration of the report of the Wedgwood Committee. In spite of the fact that the Wedgwood Committee has paid a compliment to the railway administration in India, a compliment which was quoted by my Honourable friend, Sir Saiyid Sultan Ahmad, I feel, Sir, that if you read the report very carefully, you will come to the conclusion that the verdict of the Wedgwood Committee on the railway administration is that the Indian railways have been mismanaged by the railway authorities in India. The Wedgwood Committee has pointed out very clearly that the Government of India and the railway authorities in India allowed the capital invested into Indian railways to increase by 150 crores and the interest charges to increase by eight crores a year. Sir, if this is not mis-management, may I ask what is mis-management, when the income of the Indian railways was going down? The committee also point out that the Government of India and the Railway Board have not been successful in managing passenger and goods traffic of the Indian railways. May I, Sir, read a few figures in connection with this. On page 42, the committee point out that from the year 1926-27 to 1935-36, there has been an increase of first and second class seats from 90,000 to 96,000, while during these years the first and second class traffic has dwindled from 100 to 47 per cent., and the income from first and second class traffic has dwindled down from 100 to 73 per cent. May I ask whether any good manager when he finds that the number of his customers is going down, that his income is going down, will increase his rolling stock. But we have got a Railway Board which could do that. I have pointed out this mis-management of Indian railways year after year and showed by figures that the Indian railways are showing partiality, and undue favour to first and second class passengers at the cost of third class passengers. I should like the Railway Board to read this criticism of the Wedgwood Committee.

Then, Sir, the committee has pointed out how the Indian railways have been mis-managed by not only allowing the stock of passenger coaches but also goods wagons to increase unnecessarily and also the stock of engines. The committee has also pointed out how the Railway Board gives attention, a very special attention to the foreign tourists, a few thousand foreign tourists when they come to India, while they utterly neglect to develop internal traffic during pilgrimages and other

occasions. The committee has pointed out that the Indian railways are perhaps the slowest among the railways of all civilised countries in the world. Sir, this is the verdict of the Wedgwood Committee on the management of Indian railways. Unfortunately, although the Indian Railway Board has failed to manage our railways properly, the responsibility is not brought home to those people who mis-manage our railways. The Indian railway authorities, the Railway Board and the Government of India are responsible for this mis-management. Properly speaking it is these people who should have been made responsible for this mis-management. The Wedgwood Committee point out that during the last few years, 132,000 railway subordinate employees have lost their employment on account of the mis-management for which the Railway Board and the Government of India are responsible. May I ask whether it is a right thing that these people who are responsible for the mis-management of the railways—the Government of India and the Railway Board—should escape their responsibility and they should get their salaries and that none of them should receive a sack while the poor subordinates who have absolutely no responsibility should be retrenched to the extent of 132,000 during the last few years. The Wedgwood Committee, while finding time to consider whether the rates and salaries of Europeans, while finding time to make suggestions that the Government of India should consider the question of increasing the salaries of Europeans in the railway services, do not find time to consider whether the subordinate railway employees are paid properly or not, whether any improvement in their conditions of life and service could be made and ought to be made or not. Mr. President, if the Wedgwood Committee had gone into the question of what work a British railwayman does, how much he works, how much he brings to the British railways and how much he is paid, I have absolutely no doubt that the Indian railwayman will prove himself to be quite as efficient as the British railway worker, perhaps more. Unfortunately, the Wedgwood Committee did not go into those figures, and I would suggest to the Government of India that they should go into the figures and find out what is the income of the British railways, what is the number of people engaged by British railways and what the British railwayman is paid and what the Indian railwayman is paid. I am sure that if the Wedgwood Committee had done that, it would have found sufficient justification for suggesting improvements into the conditions of life and work on Indian railways. Besides the Indian railwayman who is made responsible for the mis-management of the Indian railways by the Government of India and the Railway Board, the other party who has been made responsible for this mis-management is the third class passenger. I would suggest to the Government of India to read carefully what the Wedgwood Committee has said regarding the treatment which the Government of India gives to the first and second class passengers as compared with the treatment given to third class passengers. The committee has exposed the mis-management of the Government of India as regards the undue favour which they show to first and second class passengers. They have pointed out, very clearly, that the first and second class passenger does not pay you in proportion to what he receives and in proportion to what the third class passenger pays and what he receives. After this exposure, I would like the Government of India to consider this problem very seriously if they want to improve the finances of the Indian railways.

[Mr. N. M. Joshi.]

Then, Sir, the Government of India are trying to root out corruption on the Indian railways. The Wedgwood Committee have made recommendations that the corruption in the Indian railways should be also rooted out and every effort should be made to remove corruption. May I suggest to the Government of India that if corruption among the subordinate ranks of the Indian railwaymen is to be rooted out you must root out the corrupt policy of the Government of India. If the Government of India take money from the third class passengers and give comfort out of that money to first and second class passengers, the policy of the Government of India is a policy of corruption. It may not be individual corruption ; I am quite sure that the Honourable Member for Railways does not take a pice. Nobody will say it. But, Sir, the Government of India take money from the class of third class passengers and put that money undeservedly into the pockets of first and second class passengers. May I ask if this is not corruption, what then is corruption ? I, therefore, suggest to the Government of India that if they want to get rid of corruption from the subordinate ranks of the railwaymen, they must first get rid of their corruption in their policy.

Sir, I should like to make one suggestion to the Honourable Member. He is interested in making our Indian railways pay and giving a good means of transport for the people of this country. I would suggest to him, as I suggested to his predecessor, in the last Delhi Session that he should make a close inquiry as to what the third class passengers pay and what the first and second class passengers pay, get the figures and then also inquire as to what facilities the third class passengers get and what facilities the first and second class passengers get. And if he finds that the third class passenger does not get justice, I would suggest to him to show courage and change the railway administration and do justice to the third class passenger in this country. I would suggest to him to make detailed inquiries as to the facilities and comforts given to these people in the third class carriages and in the first and second class carriages. Then I would suggest to him to make inquiries and get figures as to the facilities given to these three classes of passengers at the railway stations. Let him find out the square area of the third class waiting halls and the first and second class waiting halls on the railway stations in India. Let him find out what should be the proper proportion and what should be the due in the matter of waiting room accommodation of the first and second class passengers and give them only that much and give to the third class passengers in the matter of waiting room accommodation what the third class passengers deserve. I would suggest to him also to get figures as to the accommodation given to the first and second class passengers in the matter of restaurant rooms at the stations and in the trains. The third class passengers not only are not treated properly in the matter of waiting rooms, refreshment rooms and railway accommodation, but discrimination is made against them even as regards their travelling by fast trains. There are some trains in India by which the third class passenger, unless he becomes a servant of a first or second class passenger, cannot travel. I travel by the Frontier Mail from Bombay to Delhi and no third class passenger is allowed to travel in this train unless he becomes the servant of a first or second class



passenger. Is this the way to develop your traffic although the third class passenger traffic pays you more than the first or second class passenger traffic? Has the third class passenger no sense of dignity? Are not his feelings hurt when he finds that he is not allowed to travel by the fastest train that the railway authorities run from Bombay to Delhi? Sir, I will tell you another example of the callousness of the Railway Board and the Government of India in this matter. There was a train between Bombay and Poona called the "Deccan Queen", comfortably furnished, and perhaps the fastest train in India. Third class passengers were excluded from that train unless they became the servants of first and second class passengers. That train did not pay its way and the money invested in constructing it was wasted. But the prejudice against the third class passenger is so deep-rooted in the minds of these railway agents and the Railway Board that instead of making money by allowing third class carriages to be attached to that train they have stopped that train. The capital is not used and the train remains idle but still the Railway Agent will not allow third class carriages to be attached. I have absolutely no doubt in my mind that if third class carriages are attached to that train it will begin to pay; but that will not be done. I, therefore, suggest to the Railway Member that he should give very sympathetic consideration to this question if he wants to solve the problem of railway finances. Let him make an inquiry; I am not asking him to accept my word. I am asking him to make a detailed inquiry as to the facilities given to the third class passengers and the facilities given to the first and second class passengers, take the number of passengers, take the amount of money, and then let a judge declare that the third class passenger is receiving justice.

Mr. President, before I close I will only say one word about the suggestions made by the Wedgwood Committee as regards State-management. I have heard the assurances given by the Honourable Member that the policy of the Government of India as regards State-management is unchanged. Unfortunately, Sir, we find from the action of his predecessor that the Government of India are going back on it. I should like the Honourable Member to take up this question very seriously. The people of India want all the railways to be under State-management not only from the point of view of the general taxpayer, but from the point of view of the workers on the Indian railways. Only a few months ago his predecessor found it difficult to settle a strike on one of the Company-managed railways. I am quite sure, in my own mind, that he was convinced of the justice of the cause of the workers, but he found it difficult to convince the Agent of a Company-managed railway. Therefore, not only from the point of view of the general taxpayer but also from the point of view of the Indian railwaymen, I recommend to him that the Company-managed railways should be taken over by the Government of India as early as possible. Sir, I have done.

**Sir Muhammad Yakub:** Sir, the House will remember that the Railway Enquiry Committee was appointed on a recommendation from the Public Accounts Committee to which the Finance Member agreed, and it was for this reason that the report of this committee was placed before the Public Accounts Committee for their scrutiny and judgment. I

[Sir Muhammad Yakub.]

was surprised to hear from a gentleman of the ability of Mr. James when he said that it was not relevant for the Public Accounts Committee to have passed any resolution on this report. When the committee was appointed at the instance of the Public Accounts Committee, it was the duty of that committee to scrutinise the report of this Enquiry Committee. Therefore, it was not only quite relevant but it was incumbent upon them, and they would have failed in their duty if they had not scrutinised the report and gave a lead to this House upon the recommendations contained therein. If their judgment on this report is irrelevant, I do not know how the verdict of this House can be relevant. So much for the remark of Mr. James. As this Committee was appointed on the recommendation of a committee which is elected by the House we thought that in accordance with past precedents, some Indians would be appointed members of it. But, unfortunately, no Indian was appointed as member of the committee and it was, in the words of the report itself, a committee of those who "had no previous knowledge of Indian conditions". And I am not surprised that the report of the gentlemen who had no previous knowledge of the conditions of India was not better than the one we are now discussing. I am not one of those who think that Indians do not want the co-operation and services of Englishmen, at least for some time to come. In fact, I have been at loggerheads with my own countrymen when I thought that their *modus operandi* led to a channel which was injurious to the peaceful progress of our country, but I will not hesitate to censure or condemn any European, or Europeans, if I find that any action on their part was detrimental to the interests of India. Sir, I shall not go into the details of this Report. We have carefully considered the Report in the Public Accounts Committee, and the Resolution, which is now before the House in the form of an amendment by Mr. Satyamurti, represents the unanimous opinion of all the Indian elected Members, who sat on the Public Accounts Committee, and I daresay it also represents the unanimous view of all Indians in this country. ("Hear, hear" from Congress Party Benches.) My friend, Mr. Satyamurti, has gone into the details of his amendment exhaustively, and, therefore, I do not propose to go over the same ground again. It would, however, suffice, if I say that I agree and endorse each and every one of the items which Mr. Satyamurti has placed before us.

Now, Sir, I was surprised to find that our friend, Mr. James, characterised our amendment as having a tinge of racialism in it. If Honourable Members will go into the pages of this Report, they will find that no document ever published by any Committee, appointed by the Government, contained such a deep tinge of racialism, or communalism, as this Report contains, and still my friend, Mr. James, says, that it contains valuable recommendations that it should be respected, and that we should pay a tribute to the members who have taken the trouble to write this Report. In fact, I understand that this Report was written by some officer in the Railway Board.

**The Honourable Sir Saiyid Sultan Ahmad :** That is wrong.

**Sir Muhammad Yakub :** You do not hear such things since you have taken over charge. Probably you do not know what were the conditions before.

Now, Sir, there are two important points on which proper stress has not been laid by my friend, Mr. Satyamurti, and I will just mention them: My first point is that the Wedgwood Committee have recommended the appointment of another Member of the Railway Board. On this proposal I have to say that we, on this side of the House, do not agree to any proposal which would involve addition of expenditure. But there is one point in it, and it is this, that since Sir Raghavendra Rau has been transferred from the Railway Board, there is not a single Indian Member on that important Board. This question, Sir, has been agitating the minds of Indians for some time now. Well, Sir, I will take this opportunity of making a suggestion, and it is this, now that Communications has been made a separate department, I understand the Government are going to appoint a Secretary for this department, and in this connection might suggest that they would be killing two birds with one stone if they appoint an Indian as Secretary to the Board of Communications, because, a communiqué was issued by the Government which was published in the *Times of India* of the 8th June, 1937. In this communiqué the Government of India said that "the Secretary to the Communications Board should attend the meetings of the Railway Board as an *ex-officio* member". I suggest that if an Indian is appointed as Secretary to the Department of Communications, he will be able to sit on the Railway Board as an *ex-officio* Member, and the demand of Indians that there should be an Indian Member of the Railway Board will be met with, and that would not involve any additional expenditure either.

Then, Sir, the other point on which I should like to lay stress is that the Wedgwood Committee has made a very mischievous recommendation when they say that the Members of the Railway Authority should not be whole-time Members, and that the offices of the Railway Authority should be located at Calcutta. What is the implication of this? The implication of this recommendation is that the sole authority and the supreme being of the Railways should be the Chief Commissioner, whom they recommend, that he may now be called the Chief Manager. The Members of the Railway Authority, if this recommendation were accepted, will not be whole-time members, they will probably be like honorary workers in Banks, or some societies, who come to attend a meeting, and get some remuneration. They have no supervisory work, they will not go into the details of the work, and they will know nothing about the organisation. This recommendation, I again repeat, is very mischievous and harmful, and if it is carried out, the Chief Commissioner or the Chief Manager, of the Railways will be in exclusive possession of a budget of 90 crores, and even His Excellency the Viceroy will not be able to interfere in his work. Therefore, I submit that this recommendation should never be accepted, and no section of Indians on this side of the House will accept this recommendation. I submit that the Members of the Railway Authority must be really the authority for Railways, they must be superior to the Chief Commissioner, or by whatever name he may be called, and they must really have full charge over the finances and the working of the Railways.

Then, Sir, when all the offices in the country are now being taken down to Delhi,—even the old records of the Government of India which were lying, like mummies, at Calcutta all these years, are now being transferred to Delhi, where a big house, like a fort, has been built to deposit them why should the office of the Railway Board be located at Calcutta? The reason is obvious. They desire that the Federal Assembly should not

[Sir Muhammad Yakub.]

know what the actual conditions were and what the Railway authorities were actually doing at Calcutta. I submit that this is a very dangerous recommendation. As we have said in our joint report in the Public Accounts Committee the office of the Railway Board should always be located and should remain with the offices of the Government of India.

Coming to the speech of my Honourable friend, the Railway Member, I would start by following his example of Indian courtesy and pay him a high tribute for the sympathetic and polished manner in which he has dealt with the subject. His speech has, to a great extent, softened the feelings of the House, but still, having some experience of the working of the Government of India, the saving clauses, which he has so adroitly added in his speech, create some suspicion in our minds. Where he says, provided no suitable Indian is available, that is not a small hole, but a very big gate which will be open for importing foreigners in our railway administration. I submit that if Indians of the status of Sir Zafrullah Khan, who could improve the administration of the railways during the last two or three years, when he was in charge of the railways, if Indians like Sir Raghavendra Rau, who in a period of great financial stress, placed the finances of the railways on such firm basis as was possible in the circumstances, if Indians like the Honourable Sir Sultan Ahmad, who within two or three months of taking charge of the railways, has mastered the situation and understood the intricate problems of its administration as any of the older members, can be had in this country, I do not think that one need add a proviso and say, "provided a capable Indian is not available", for such and such an appointment. I submit that the House would have welcomed very much my Honourable friend's speech if those provisos had been removed. I will not take more time of the House. I will not repeat the arguments which were used by Mr. Satyamurti. I will only say that the amendment which has been tabled by Mr. Satyamurti is our joint amendment and I heartily support it.

**Mr. President** (The Honourable Sir Abdur Rahim) : I understand that as there are a number of other Members who are desirous of taking part in this debate, Government have consented to find time for the purpose and allot a day for the continuance of this debate at the end of the official days already fixed. I suppose the exact date will be announced later.

**The Honourable Sir James Grigg** : I think the undertaking is not quite in the form stated. The undertaking was to find time at the end of the Session provided that all the official business had been concluded.

**Some Honourable Members** : We do not want provisos.

**The Honourable Sir James Grigg** : That was the proviso agreed to.

**Mr. President** (The Honourable Sir Abdur Rahim) : I take it that the Honourable the Finance Member speaks the mind of the Government.

The Assembly then adjourned till Eleven of the Clock on Monday, the 30th August, 1937.