

27th February 1940

THE

LEGISLATIVE ASSEMBLY DEBATES

Official Report

Volume I, 1940

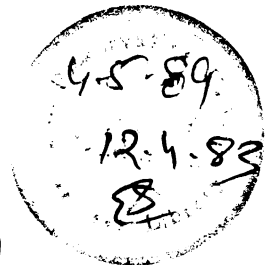
(6th February to 5th March, 1940)

ELEVENTH SESSION

OF THE

FIFTH LEGISLATIVE ASSEMBLY,

1940



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1940

M2LAD

Legislative Assembly.

President :

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

Deputy President :

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

Panel of Chairmen :

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

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

Committee on Petitions :

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

MR. A. AIKMAN, C.I.E., M.L.A.

SYED GHULAM BHIK NAIRANG, M.L.A.

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

SIR ABDUL HALIM GHUZHNAVY, M.L.A.

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LEGISLATIVE ASSEMBLY:

Tuesday, 27th February, 1940.

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

STARRED QUESTIONS AND ANSWERS.

(a) ORAL ANSWERS.

LADY ANNOUNCERS APPOINTED IN BROADCASTING STATIONS.

195. ***Mr. Lalchand Navalrai:** Will the Honourable Member for Communications be pleased to state how many lady announcers have been appointed at various broadcasting stations in India and what is their pay, prospects and nationality?

The Honourable Sir Andrew Olow: Only one of the sanctioned posts of announcers is held by a lady. She is a domiciled European and her salary is Rs. 150 per mensem in the scale of Rs. 150—10—250.

Mr. Lalchand Navalrai: May I know if at any other station there is a lady announcer? I have asked for all the stations.

The Honourable Sir Andrew Olow: This lady announcer is not in Delhi. She is in Calcutta. There are ladies who announce at other stations at times, but they are not on the sanctioned scale of announcers. They hold other posts.

Mr. Lalchand Navalrai: Are they from amongst those who take part in the programmes?

The Honourable Sir Andrew Olow: Yes, they have programme duties mostly.

Mr. Lalchand Navalrai: Are they given any other emoluments for announcing, or are they paid only for doing programme duties?

The Honourable Sir Andrew Olow: They are employed on the programme side but they occasionally do the duty of announcers. They are not regular announcers.

Mr. Lalchand Navalrai: Am I to understand that they are not paid anything extra for this?

The Honourable Sir Andrew Olow: They are paid but they are not paid anything extra for doing that.

ESTABLISHMENT OF A BROADCASTING STATION AT KARACHI.

196. *Mr. Lalchand Navalrai: Will the Honourable Member for Communications please state when Government propose to establish a broadcasting station at Karachi?

The Honourable Sir Andrew Olow: The attention of the Honourable Member is invited to the reply given by me to part (c) of his starred question No. 146 on the 23rd February, 1940.

Mr. Lalchand Navalrai: What about the future hopes of getting it?

The Honourable Sir Andrew Olow: I suppose the Honourable Member is still entertaining them.

PROPOSAL TO CLOSE DOWN THE KANGRA VALLEY RAILWAY.

197. *Mr. Lalchand Navalrai: (a) Will the Honourable the Railway Member be pleased to state if Government propose to close down the Kangra Valley Railway?

(b) Are Government aware that at the 48th Annual meeting of the Kangra Young Men's Association held in the Dayanand Anglo-Vernacular College, Lahore, a strong protest was registered against the closing down of this Railway?

(c) Is it a fact that appeals have been made to the Railway Board to continue this Railway even at some economic loss for the benefit of the district?

(d) Do Government propose to devise ways and means to get over the economic difficulty and continue this Railway, or at least give it a fair chance for showing better earnings; if not, why not?

The Honourable Sir Andrew Olow: (a) The question of closing down the Kangra Valley Railway is under consideration.

(b) and (c). Yes.

(d) During the ten years this railway has been worked, various measures have been taken to reduce working expenses and to increase earnings, but these have not met with any material success.

Mr. Lalchand Navalrai: May I know whether during that consideration the question of giving them some time to make good their finances will be considered?

The Honourable Sir Andrew Olow: I can see no prospect of this railway proving remunerative at all. It is being worked at present, because we receive a subsidy to do so.

Mr. Lalchand Navalrai: Why is it then under consideration?

The Honourable Sir Andrew Olow: Because we are engaged in certain correspondence with the Punjab Government who give a subsidy.

Sardar Sant Singh: May I know whether it is a fact that the railway is remunerative in part between Batala and one other station whose name I forget now?

The Honourable Sir Andrew Olow: Batala is not on that railway line. I think it is closed for the public between Bajjnath and Jogendranagar, but I have no reason to suppose that even the remaining section is profitable.

Dr. Sir Ziauddin Ahmad: May I know what would happen to the four crores of the taxpayers' money invested in this particular undertaking, which the Government now propose to dismantle?

The Honourable Sir Andrew Olow: I am afraid that a large part of that sum I would regard as lost already.

Dr. Sir Ziauddin Ahmad: What would happen to the sum? Will it be written off?

The Honourable Sir Andrew Olow: It will have to be written off against depreciation if the railway were closed, less any assets that might be realised.

Dr. Sir Ziauddin Ahmad: Will you pay this amount of loss from the depreciation fund?

The Honourable Sir Andrew Olow: Yes; it will have to be written off against depreciation.

UTILISATION OF THE SERVICES OF INFERIOR STAFF FOR WORK UNCONNECTED WITH RAILWAY DUTIES ON THE GREAT INDIAN PENINSULA RAILWAY.

198. ***Dr. F. X. DeSouza** (on behalf of Mr. N. M. Joshi): Will the Honourable the Railway Member be pleased to state:

- (a) whether on the Great Indian Peninsula Railway, members of the inferior staff are utilised for work unconnected with railway duties, such as, bringing tiffin-carriers, cleansing them, washing dusters, etc., used by their supervisors; and
- (b) whether Government are prepared to issue instructions that such practices should be stopped?

The Honourable Sir Andrew Olow: No cases of this character have come to the notice of Government or the Railway Board but if the Honourable Member has reason for believing that the practice is followed and will let me know the particular station or office he has in mind, I shall have inquiries made.

PURCHASE AND REPAIRS OF XB ENGINES ON THE GREAT INDIAN PENINSULA RAILWAY.

199. ***Dr. F. X. DeSouza** (on behalf of Mr. N. M. Joshi): Will the Honourable the Railway Member be pleased to state:

- (a) whether it is a fact that the two X/B class locomotives purchased by the Great Indian Peninsula Railway have necessitated frequent repairs in the Workshops and Running Sheds;
- (b) if so, how many times and what is the nature of the repairs so required to be made;

- (c) whether it is a fact that both the locomotives are lying idle in the Parel Workshops;
- (d) if so, the period during which they have been so idle;
- (e) whether the trials conducted up to now have justified the purchase of these locomotives;
- (f) the total expenditure incurred on these locomotives up to now for purchasing and subsequently repairing them; and
- (g) whether Government intend in future to purchase more locomotives of this type?

The Honourable Sir Andrew Olow: I presume that the question refers to the two XP type experimental locomotives purchased in 1937, and not to XB type locomotives as stated in the question, since there are no XB type locomotives on the Great Indian Peninsula Railway.

(a), (b) and (d). The number of repairs to the locomotives in question has not been abnormal. One locomotive has had special repairs on five occasions; once due to damages sustained in a collision, three times for alterations that must be expected with experimental locomotives, and once on account of failure of the cylinders. The other locomotive had special repairs on two occasions only, due to the failure of the cylinders. The failure of the cylinders of these locomotives occasioned lengthy negotiations between the Government, the Consulting Engineers and the contractors, before the contractors agreed to replace them free of charge. The replacement of the cylinders involved a delay in shops of 457 days to one locomotive and of 371 days to the other.

(e) No; both locomotives are in service.

(e) The stoppage of the locomotives on account of defective cylinders has prevented sufficient experience being obtained of their qualities.

(f) The cost of these locomotives landed in Bombay was Rs. 3,65,530. The cost of the repairs mentioned above was Rs. 10,828.

(g) More purchases of this type of locomotive will not be made, until the experimental locomotives have been thoroughly tried out in service and have proved a success.

Dr. Sir Ziauddin Ahmad: With reference to part (c), what is the number of locomotives that are lying idle?

The Honourable Sir Andrew Olow: The number of locomotives as stated in the first part of Mr. Joshi's question is two.

Dr. Sir Ziauddin Ahmad: With reference to part (b), may I know whether the contractors are in England or in India? I do not want the name of the contractors; I only want to know where they are residing.

The Honourable Sir Andrew Olow: They are contractors in Great Britain.

Dr. Sir Ziauddin Ahmad: Is it not the policy of the Government to purchase all these things in India? There are agents in India.

The Honourable Sir Andrew Olow: That is true. They are purchased on rupee tender. I thought the Honourable Member wanted to know where these are manufactured.

Dr. Sir Ziauddin Ahmad: I wanted to know the contractors.

The Honourable Sir Andrew Olow: Contractors are made with firms in England through their agents here.

WELFARE SOCIETIES, ETC., OF EMPLOYEES ON THE GREAT INDIAN PENINSULA RAILWAY.

200. ***Dr. F. X. DeSouza** (on behalf of Mr. N. M. Joshi): Will the Honourable the Railway Member be pleased to state:

- (a) whether it is a fact that on the Great Indian Peninsula Railway, the employees have been conducting welfare societies or institutions, such as, co-operative bank, co-operative stores, mutual benefit societies, death benefit society, railway institutes, sports clubs, etc.;
- (b) whether it is a fact that the Great Indian Peninsula Railway Administration also has been conducting institutions, such as, staff benefit fund and the staff councils;
- (c) whether any fees are paid to employees serving on the managing committee of these institutions, and, if so, at what rate; and
- (d) whether it is necessary under any rules for employees to obtain permission for serving on the committee of such institutions?

The Honourable Sir Andrew Olow: (a) and (b). Yes.

(c) Fees are paid to the Directors of the Railway Co-operative Society (Stores) Limited, Bhusaval, at the rate of Rs. 5 per Director per meeting attended.

Members of the Managing Committee of the Mutual Benefit Society are paid a fee ranging from Rs. 4 to Rs. 16 per meeting attended by them, depending on the time spent in journeying and in Bombay City.

Members of the Managing Committee of the Death Benefit Fund residing at out-stations beyond Kalyan are paid Rs. 3 per meeting to reimburse their out-of-pocket expenses.

No fee is paid to members of the Committee of the other institutions.

(d) Yes, to the extent required under the State Railway Establishment Code or other rules.

COMPULSION TO INTIMATE HOLDING OF ANY POST ON THE EXECUTIVE COMMITTEE OF A TRADE UNION.

201. ***Dr. F. X. DeSouza** (on behalf of Mr. N. M. Joshi): Will the Honourable the Railway Member be pleased to state whether it is a fact that there are rules under which it is compulsory for railway employees to intimate to their superior officers if they hold any post on the executive committee of a trade union?

The Honourable Sir Andrew Olow: No such rule as that referred to by the Honourable Member has been issued by the Government of India or the Railway Board. Government are not aware whether any such rule

has been issued by General Managers of State-managed Railways in regard to subordinate services under the powers conferred on them by the Railway Department Notification No. 089-F., dated 15th October, 1936.

PROMOTION OF SUBORDINATES ON COMMUNAL BASIS ON RAILWAYS.

202. *Dr. F. X. DeSouza (on behalf of Mr. N. M. Joshi): Will the Honourable the Railway Member be pleased to state:

- (a) whether there are any rules under which posts on the railways are filled up by promotion of subordinates on communal basis; and
- (b) if the reply to part (a) above be in the affirmative, the circumstances under which any such communal consideration is permitted?

The Honourable Sir Andrew Olow: (a) No.
(b) Does not arise.

GRIEVANCES OF THE WORKERS IN THE LAHORE RAILWAY ENGINE SHED.

203. *Mr. Lalchand Navalrai: (a) Will the Honourable the Railway Member be pleased to state if workers in the Lahore Railway Engine Shed have sent memorials to the General Manager, North Western Railway, Lahore, and the President, Railway Board, complaining against the conduct of the Loco. Foreman of that Shed?

(b) Is it a fact that they have asked for an open enquiry, and is it also a fact that the Railway Board have made no reply to them? If so, why?

(c) Do Government propose to enquire into their grievances at an early date? If not, why not?

The Honourable Sir Andrew Olow: (a) Yes.

(b) The answer to the first two parts is in the affirmative. As regards the last part, the matter is one within the competence of the General Manager, North Western Railway.

(c) The answer to the first part is in the negative. As regards the latter part, I would refer the Honourable Member to the reply I have just given to the last part of (b).

Mr. Lalchand Navalrai: What has the General Manager done and why is no reply given to them?

The Honourable Sir Andrew Olow: I have no particulars on that point.

Mr. Lalchand Navalrai: Will the Honourable Member see that these men are at least given a reply? Will he also ask the General Manager to see if there is any substance in the allegations and then deal with this Foreman?

The Honourable Sir Andrew Olow: I am willing to draw the General Manager's attention to the subject, but I am quite sure he is seized of it already.

Maulana Zafar Ali Khan: In view of the grave charges levelled against the Loco. Foreman, are Government prepared to take action against those who have levelled those charges or ask the Loco. Foreman to clear his conduct by prosecuting them?

The Honourable Sir Andrew Olow: No, Sir, certainly not.

Maulana Zafar Ali Khan: Why not?

The Honourable Sir Andrew Olow: Because the petition which I myself have seen merely contains vague allegations without any particulars at all. If we were to ask any officer against whom any allegations of that kind were made to clear himself in Court, it would be an intolerable situation.

Maulana Zafar Ali Khan: He has been charged with corrupt practices.

The Honourable Sir Andrew Olow: Without any particulars at all.

Mr. Lalchand Navalrai: Does the Honourable Member require witnesses or evidence to prove these allegations?

The Honourable Sir Andrew Olow: When a man submits an application to say that he believes an officer above him to be corrupt, and gives no particulars, I am not prepared to tell that officer at once to clear his reputation in Court.

DISCHARGES AND RE-APPOINTMENTS OF COOLIES, ETC., IN THE MOGHALPURA WORKSHOPS, NORTH WESTERN RAILWAY.

204. *Mr. Lalchand Navalrai: (a) Is the Honourable the Railway Member aware that since 1930, temporary coolies and semi-skilled workers in the North Western Railway Workshops, Moghalpura, are engaged and discharged very frequently? If so, why?

(b) Will the Honourable Member be pleased to state if the semi-skilled workers and coolies are not being confirmed and made permanent even after they have worked for a period of three years? If so, why?

(c) Do Government propose to adopt such measures as will create confidence, in future, about the stability of service in the North Western Railway Workshop, and safeguard their privileges? If not, why not?

(d) Is it a fact that Government are benefited by such discharges and re-appointments of the workers in the matter of giving passes, gratuity and leave allowances, and the labourers suffer in their privileges? If so, why?

The Honourable Sir Andrew Olow: (a) No, but fluctuations, in the work required to be done, naturally involve fluctuations in the number of staff employed.

(b) No such cases have been brought to my notice.

(c) Government issued orders in 1930 that employees in Mechanical Workshops of State-managed Railways who had rendered three years' continuous service or more would be engaged on the usual service agreement which would entitle them to a month's notice of discharge.

Government have no further orders on the subject in contemplation, and could not accept a position in which if work decreased they would be obliged to continue to employ staff in excess of requirements.

(d) This does not arise in view of the reply to part (a), but I would assure the Honourable Member that such considerations are not the basis for discharge of staff.

Mr. Lalchand Navalrai: In view of the very good opinion expressed by the Honourable Member yesterday with regard to security of service will any security of service be given to these men?

The Honourable Sir Andrew Clow: Yes. As I have explained, after three years' continuous service, they have earned a certain amount of security of service.

Dr. Sir Ziauddin Ahmad: In view of the recommendations of the Labour Commission, in which my Honourable friend was so much interested, that every person after one year's approved service ought to be confirmed, may I know whether this practice is applicable to railway service?

The Honourable Sir Andrew Clow: In these cases the Railway Board have taken three years as the service after which the unusual service agreement should be made.

Dr. Sir Ziauddin Admad: That is to say, the Railway Board have modified the recommendation of the Labour Commission and changed it from one year to three years?

The Honourable Sir Andrew Clow: Yes, with the approval of Government.

APPOINTMENT OF SIKH OFFICERS IN THE RAILWAY BOARD.

205. *Sardar Sant Singh: (a) Will the Honourable Member for Railways please state the total number of officers brought on to the establishment of the Railway Board during each of the last five years, and how many of them were Europeans, Hindus, Muhammadans and Sikhs?

(b) Is he aware that ever since the creation of the Railway Board no Sikh officer has so far been appointed on its cadre? What are the reasons therefor?

(c) Is he aware that a number of senior and junior Sikh officers are available for appointment on the Railway Board?

(d) Is he now prepared to consider the desirability of appointing sufficient number of Sikh officers on the Railway Board in order to give this community its due share? If not, why not?

The Honourable Sir Andrew Clow: (a) A statement is laid on the table of the House.

(b) The reply to the first part of the question is, so far as I have been able to ascertain, in the affirmative. As regards the second part, selections to the posts of officers in the Railway Board are not made on communal considerations.

(c) and (d). Do not arise in view of the reply to part (b).

Statement showing number and community of officers brought on to the Railway Board during the 5 years ending 27th February, 1940.

Community.

(1) Railway Board.

	Number.	Euro- peans.	Hindus.	Mus- lims.	Anglo- Indians.	Indian Christians.	Sikhs.
Year ending 27th February, 1936	6	4		1		1	
Year ending 27th February, 1937	7	4	..	3		..	..
Year ending 27th February, 1938	4	3		1			..
Year ending 27th February, 1939	7	7	..	..		..	..
Year ending 27th February, 1940	9	6	2	1	..	..	..
Total Railway Board	33	24	2	6	..	1	..

(ii) Officers on Special duty.

Year ending 27th February, 1936	Ntl.	..	..				..
Year ending 27th February, 1937	2	1	1	..		..	..
Year ending 27th February, 1938	3	2	1				
Year ending 27th February, 1939	Ntl.	..	..	..		..	..
Year ending 27th February, 1940	1	..	..	1	..	..	..
Total O. S. D.	6	3	2	1	..	..	..
GRAND TOTAL	39	27	4	7	..	1	..

SIKH RELIGIOUS PROGRAMMES IN CERTAIN BROADCASTING STATIONS.

206. *Sardar Sant Singh: (a) Will the Honourable Member for Communications please state the efforts made during the last year by the All-India Radio to allot times to Sikh artists for the recitation of *Shabads*, poems and lectures about their Gurus at Lahore, Delhi and Peshawar, just as they permit the Hindus and Muhammadans, and how much of the amount was paid to the Sikh artists in comparison to each of the other communities during the same period?

(b) What does he propose to do to ensure that sufficient time and money is spent on the Sikh religious programmes as well according to their share at Lahore, Delhi and Peshawar? If no action is proposed, why not?

The Honourable Sir Andrew Clow: Information is being collected and a reply will be laid on the table in due course.

INSTALLATION OF ELECTRICITY IN QUARTERS FOR THE RAILWAY CLEARING ACCOUNTS OFFICE STAFF.

†207. *Mr. N. M. Joshi: Will the Honourable Member for Railways be pleased to state:

- (a) whether it is a fact that certain quarters have been allotted to the senior staff of the Railway Clearing Accounts Office, Delhi, whose pay is from Rs. 90 to Rs. 170 per mensem;
- (b) whether it is a fact that Government recover ten per cent. of their emoluments as rent;
- (c) whether it is a fact that these quarters, which are situated in the heart of New Delhi have not been provided with electric lights and fans, and that there is not even street lighting in the locality;
- (d) whether Government propose to give the ordinary amenities of electric lights and fans for the ten per cent. they recover;
- (e) if the reply to the above be in the affirmative, when do Government propose to instal electricity in these quarters; and
- (f) if the reply to part (d) be in the negative, the reasons for not doing so?

The Honourable Sir Andrew Clow: (a) and (b). Yes.

(c) The quarters are not "in the heart of New Delhi", but they are in New Delhi and are not provided with electric lights and fans. I understand that there is no street lighting on the roads within the quarters.

(d), (e) and (f). The quarters belong to the North Western Railway and, in accordance with the general policy followed on that railway, quarters of this type are not fitted with electric lights and fans.

OPENING OF A PERMANENT POST OFFICE IN THE COUNCIL HOUSE, NEW DELHI.

208. *Pandit Krishna Kant Malaviya: (a) Is the Honourable Member for Communications aware that there is a Post Office in the South Block of the Secretariat Buildings, New Delhi, to cater for the staff working in that building and another Post Office in the North Block for the staff working in that Block?

(b) Is he aware that there is a very large number of staff working in the Council House, and that there is no Post Office on a permanent basis in that building?

(c) Is he aware that all the people working in the Council House have got to go for their requirements to the North Block Post Office which remains always overcrowded?

(d) Is he aware that many a time people after waiting at the North Block Post Office for hours together for the transaction of their business, have to resort to the Central Post Office in New Delhi?

(e) Is he prepared to consider the desirability of converting the present temporary Post Office in the Council House into a permanent one with Savings Bank and other Branches in order to remove the difficulty of the staff working in this building also? If not, why not?

†Answer to this question laid on the table, the questioner having exhausted his quota.

The Honourable Sir Andrew Clow: (a) Yes; but the offices are open to all members of the public besides the staff.

(b) Yes; but a considerable portion of the staff working in this building has been of a migratory character.

(c) This is the nearest Post Office when the one in the Council House is closed. There is, I believe, some congestion towards closing hours, particularly, on account of the late presentation of registered articles, but two additional clerks were sanctioned last year and plans are under consideration to increase the counter space.

(d) I am afraid I have no information.

(e) The matter is within the competence of the Postmaster-General, Punjab and North West Frontier Circle, to whom a copy of the question is being sent for such action as he may consider suitable.

FUNCTIONS OF THE LAW OFFICERS OF THE EAST INDIAN AND EASTERN BENGAL RAILWAYS.

209. *Mr. Muhammad Nauman: (a) Will the Honourable Member for Railways be pleased to state the functions of the law officers of the East Indian and the Eastern Bengal Railways?

(b) What are the respective salaries they draw?

(c) Is private practice allowed?

(d) Is it necessary for them to attend the Railway Administration's offices every day between office hours? If not, why not?

(e) Are Government prepared to consider the desirability of having only one law officer for the East Indian and the Eastern Bengal Railways on the grounds of economy and for the fact that the work in their hands is very simple?

The Honourable Sir Andrew Clow: (a), (b) and (c). The East Indian Railway retain the whole-time services of a *Vakil* who does all the ordinary legal work of the Railway, but does not conduct cases. His scale of pay is Rs. 350—30—800 under the old rates of pay and Rs. 250—25—525 under the revised rates of pay. He is not permitted private practice. The Law Officer of the Eastern Bengal Railway, who died recently, was not a railway servant and was paid a retaining fee for part-time services, which was originally Rs. 500 per mensem and was raised to Rs. 1,000 per mensem in 1938 on condition that he would keep a whole time Assistant to deal with the Railway's work. He had a private practice and was responsible not only for the ordinary legal work of the Railway but for preparing and conducting cases in the Calcutta area.

(d) The answer to the first part is in the affirmative, and the latter part does not arise.

(e) The possibility of amalgamating the arrangements for the conduct of legal work on the Eastern Bengal and East Indian Railways was carefully considered recently, and the conclusion reached was that this would not secure any economy and was undesirable.

Mr. Muhammad Nauman: Have Government considered the question of reducing the pay of the officer on the Eastern Bengal Railway to the original figure of Rs. 500? Does the work warrant the enhanced pay of Rs. 1,000?

The Honourable Sir Andrew Olow: The post is, I believe, at present vacant, but the duties are, as I have tried to explain, quite different from those undertaken by the permanent legal officer of the East Indian Railway.

Dr. Sir Ziauddin Ahmad: Of all the railways in India, why is it found necessary on the East Indian Railway to employ a whole-time Vakil?

The Honourable Sir Andrew Olow: I am not sure whether it is the only railway that does so, but as the biggest railway in India it naturally has the biggest volume of work.

Dr. Sir Ziauddin Ahmad: Is it bigger than the North Western Railway?

Sardar Sant Singh: Is it not a fact that the North Western Railway also employs a whole-time Vakil?

The Honourable Sir Andrew Olow: I am glad to have that information.

APPOINTMENT OF LADY TICKET COLLECTORS ON THE BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

210. *Mr. Muhammad Nauman: (a) Will the Honourable Member for Railways be pleased to state whether there are any lady ticket collectors on the Bombay, Baroda and Central India Railway, metre gauge section?

(b) Are Government aware that the *purdanashin* Muslim lady passengers, particularly those going to Ajmer, experience trouble during the check of their tickets?

(c) If the reply to part (a) be in the negative, are Government prepared to make necessary arrangements for appointing Muslim lady ticket collectors as soon as possible?

The Honourable Sir Andrew Olow: (a) No.

(b) Government have received no complaints.

(c) No.

Mr. Muhammad Nauman: Are not Government aware that there is no lady ticket collector on that line?

The Honourable Sir Andrew Olow: I have already answered part (a) of the Honourable Member's question which he is now repeating.

RECRUITMENTS TO THE OFFICE OF THE TRANSPORT ADVISORY OFFICER.

211. *Mr. Muhammad Nauman: (a) Will the Honourable Member for Railways be pleased to state the functions of the Transport Advisory Officer under the Railway Board?

(b) What is the total number of the staff employed since the establishment of the office of the Transport Advisory Officer?

(c) Have the officers and subordinates been recruited directly through the medium of selections, or have they been taken by promotions from other departments of the Railways?

(d) In what grades have they now been appointed, and what were their last substantive grades?

(e) What is the number of Muslims and Hindus and their present grades?

The Honourable Sir Andrew Olow: (a) To ensure the most effective use possible of available wagons, particularly with regard to supply of wagons for coal.

(b) Twelve, excluding the Transport Advisory Officer.

(c) The Transport Advisory Officer, two Inspectors, one General Clerk and one Stenographer have been seconded from the East Indian Railway. As regards the remainder of the staff I have called for information and this will be supplied later.

(d) I lay a statement on the table giving such information as is available with Government. I have called for further information which will be laid on the table of the House in due course.

(e) I have called for information and will lay a reply on the table of the House in due course.

Statement.

Designation.	Temporary post sanctioned under Transport Advisory Officer.	Substantive pay and grade on East Indian Railway.
1 Inspector	Rs. 500	Rs. 500 in grade Rs. 280—20—500.
1 Inspector	....	....
1 General Clerk	Rs. 150 including Calcutta allowance.	
1 Stenographer	Rs. 120 plus Rs. 12 Calcutta allowance.	
1 Statistical Clerk	Rs. 120 including Calcutta allowance.	
1 Typist	Rs. 45—5—60.	
1 Orderly Peon	Rs. 18—1—23 plus Rs. 3 Calcutta allowance.	
4 Peons	Rs. 12-1-17 plus Rs. 3 Calcutta allowance.	
1 Farash	Rs. 12—1—17 plus Rs. 3 Calcutta allowance.	

Dr. Sir Ziauddin Ahmad: Is it a fact that the Government of India have deputed a special officer to inquire into the whole question, and may I know who that special officer is?

The Honourable Sir Andrew Olow: No, that is an officer who is not so much concerned with inquiring into the question as with advising on these transport issues. He is an Indian officer who was formerly holding the post of Divisional Superintendent at Howrah.

Dr. Sir Ziauddin Ahmad: Has not another officer, Mr. Moody, been appointed to inquire into the whole question?

The Honourable Sir Andrew Olow: That is a small Committee of four officers: I think my Honourable friend is alluding to the Wagon Turn Round Committee.

Mr. Muhammad Nauman: Was it not necessary for this officer to observe the rule about quota of Muslims in the appointments made to this Committee?

The Honourable Sir Andrew Olow: I do not think the quota applies to individual and temporary offices of this kind, but I am not certain.

Dr. Sir Ziauddin Ahmad: What are the terms of reference of this Committee which has recently been appointed?

The Honourable Sir Andrew Olow: I have not got them here, but they have been published.

Dr. Sir Ziauddin Ahmad: Does it come within the terms of reference that more wagons are necessary for the transport of coal?

The Honourable Sir Andrew Olow: As I say, I have not got the terms of reference here, but the Honourable Member can refer to published communiqué on the subject.

INFERIOR SERVANTS PROMOTED TO CERTAIN SUBORDINATE POSTS ON THE NORTH WESTERN RAILWAY.

212. *Mr. H. M. Abdullah (on behalf of Khan Bahadur Shaikh Fazl-i-Haq Piracha): Will the Honourable Member for Railways please state:

- (a) the number of inferior servants promoted, permanently and temporarily, to subordinate posts in the categories of Assistant Sub-Inspectors of Works, Assistant Permanent Way Inspectors on the North Western Railway, community-wise, namely, Muslims, Hindus, Sikhs, etc., etc., during the following years separately:
 - (i) 1935-36,
 - (ii) 1936-37,
 - (iii) 1937-38,
 - (iv) 1938-39; and
- (b) the number of works mistries appointed on the North Western Railway, permanently and temporarily, community-wise, during the same period?

The Honourable Sir Andrew Olow: I have called for such information as is readily available and will lay a reply on the table of the House in due course.

Mr. Muhammad Nauman: Is not ten days' time sufficient to obtain this information?

The Honourable Sir Andrew Olow: Not in this case when the research is going back to 1935-36.

QUALIFICATIONS FOR RECRUITMENT TO CERTAIN CATEGORIES OF STAFF ON THE NORTH WESTERN RAILWAY.

213. *Mr. H. M. Abdullah (on behalf of Khan Bahadur Shaikh Fazl-i-Haq Piracha): Will the Honourable Member for Railways please state what are at present the minimum qualifications laid down for the recruitment of the following categories of staff on the North Western Railway, and what were they in 1929 and 1934:

- (i) Journeymen in the Mechanical Workshops,
- (ii) Assistant Inspectors of Works,
- (iii) Assistant Permanent Way Inspectors of Works,
- (iv) Works Mistries,
- (v) Gang Mates,
- (vi) Draftsmen, class I, grade I, and
- (vii) Tracers, class I, grade I?

The Honourable Sir Andrew Olow: I have called for information and will lay a reply on the table of the House in due course.

INCONVENIENT TIMING OF A TRAIN AT JHANG-MAGHIANA RAILWAY STATION.

214. *Mr. H. M. Abdullah (on behalf of Khan Bahadur Shaikh Fazl-i-Haq Piracha): (a) Will the Honourable Member for Railways please state if it is a fact:

- (i) that the 90-Up passenger train leaves Jhang-Maghiana Railway Station (North Western Railway) at 13-25 hours for Shorkote;
- (ii) that the said train reaches Shorkote at 15-28 hours;
- (iii) that the connection for Lyallpur, Khanewal, etc., is for trains leaving at about 18-0 hours, which means a halt of nearly 2½ hours;
- (iv) that the time of the train and the long halt at Shorkote is very inconvenient to the travelling public; and
- (v) that numerous representations have been made by the Jhang public regarding the inconvenience?

(b) If the answers to parts (a), (i) to (v) be in the affirmative, what action do Government propose to take in the matter?

The Honourable Sir Andrew Olow: (a), (i). The departure time is actually 13-45.

(ii) and (iii). Yes.

(iv) I agree that a halt of over two hours is liable to cause some inconvenience.

(v) I understand that no such representations have been received in the General Manager's office.

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

Maulvi Muhammad Abdul Ghani: Has any representation been made to any authority below the Divisional Superintendent?

The Honourable Sir Andrew Olow: I cannot say.

Sardar Sant Singh: Will the Honourable Member intimate to the General Manager there the desirability of speeding up the trains between Lahore, Lyallpur and Shorkote because they are very slow there?

The Honourable Sir Andrew Olow: I submit it hardly arises out of the present question.

INCONVENIENT TIMINGS OF NIGHT TRAINS REACHING KHANEWAL RAILWAY STATION.

215. *Mr. H. M. Abdullah (on behalf of Khan Bahadur Shaikh Fazl-i-Haq Piracha): (a) Will the Honourable Member for Railways please state if it is a fact that:

- (i) both the night trains reach Khanewal railway station on the North Western Railway from Lahore side at 0-55 and 4-41 hours, respectively;
- (ii) the travelling public is much inconvenienced due to these timings; and
- (iii) Khanewal is rapidly growing as a business centre?

(b) If the answers to part (a), (i) to (iii) be in the affirmative, do Government propose to take necessary steps to attach and detach a bogie with at least one of these trains to remove the hardship?

The Honourable Sir Andrew Olow: (a) (i). No. The trains actually arrive at 0-40 and 4-17.

(ii) Government have no information.

(iii) I understand there are signs of progress in this direction.

(b) No.

Dr. Sir Ziauddin Ahmad: What is the policy of the Railway Board regarding the giving of these contracts to station masters?

The Honourable Sir Andrew Olow: I cannot see what that has got to do with the timings of a particular train.

LOADING AND UNLOADING CONTRACTORS ON THE NORTH WESTERN RAILWAY.

216. *Mr. H. M. Abdullah (on behalf of Khan Bahadur Shaikh Fazl-i-Haq Piracha): (a) Will the Honourable the Railway Member please state the communities of the persons who are at present holding the contract for loading and unloading in the different Divisions of the North Western Railway?

(b) Will Government please state if any of the contractors is a Muslim?

(c) If the answer to part (b) be in the negative, do Government propose to consider the advisability of giving the contract for this purpose to a Muslim on the termination of any of the present contracts?

The Honourable Sir Andrew Olow: (a) Hindu, Muslim, European.

(b) Yes.

(c) Does not arise.

Dr. Sir Ziauddin Ahmad: May I now ask whether it is the policy of the Railway Board that the contracts for loading and unloading should not be given to station masters?

The Honourable Sir Andrew Olow: Not so far as I am aware. It is given to contractors in the different Divisions, I think.

Dr. Sir Ziauddin Ahmad: They are not given to station masters?

The Honourable Sir Andrew Olow: I think at some small stations that is so.

Dr. Sir Ziauddin Ahmad: What are the recommendations of the Wedgwood Committee on this subject? Is it not a fact that they do not approve of this?

The Honourable Sir Andrew Olow: I do not recollect, but there is a copy of the report in the Library to which the Honourable Member can refer.

Mr. Muhammad Nauman: What is the total number of such contractors and how many of them are Muslims?

The Honourable Sir Andrew Olow: Judging from the names of the firms in the list I have with me, there would appear to be two Muslim firms here out of a total of nine.

Mr. Lalchand Navalrai: Are these contracts given with the advice of the Advisory Committees or directly by the Department?

The Honourable Sir Andrew Olow: I do not know.

QUALIFIED MUSLIM INSPECTORS OF WORKS NOT ALLOWED TO OFFICIATE AS ASSISTANT ENGINEERS ON THE NORTH WESTERN RAILWAY.

217. *Mr. H. M. Abdullah: Will the Honourable Member for Railways please state:

(a) the number of Muslim Inspectors of Works on the North Western Railway who have passed the qualifying Refresher Course for Permanent Way Inspectors but are not allowed to officiate as Assistant Engineers, although unqualified non-Muslims are being allowed to do so;

(b) the number of Muslim Permanent Way Inspectors who have passed the qualifying Refresher Course for Inspector of Works but are not allowed to officiate as Assistant Engineers although unqualified non-Muslims are being allowed to do so; and

- (c) the number of non-Muslim officers who possess no engineering qualifications, whatsoever, but are being shown against the Engineering cadre of the lower gazetted service?

The Honourable Sir Andrew Clow: (a) and (b). I am calling for information and will lay a reply on the table in due course.

- (c) Two.

ENGINEERING SUBORDINATES WORKING AS ASSISTANT ENGINEERS ON THE NORTH WESTERN RAILWAY.

218. *Mr. H. M. Abdullah: Will the Honourable Member for Railways please state how many Engineering Subordinate on the North Western Railway are at present working as Assistant Engineers, community-wise, separately for each of the following categories:

- (a) Permanent Way Inspectors who never appeared for a Refresher Course for Inspector of Works;
- (b) Permanent Way Inspectors who appeared but failed in the Inspector of Works' Refresher Course;
- (c) Permanent Way Inspectors who have passed the Inspector of Works' Refresher Course;
- (d) Inspectors of Works who never appeared for the Permanent Way Inspectors' Refresher Course;
- (e) Inspector of Works who appeared but failed to pass the Permanent Way Inspectors' Refresher Course; and
- (f) Inspector of Works who have passed the Permanent Way Inspectors' Refresher Course?

The Honourable Sir Andrew Clow: (a) to (f). I am calling for information and will lay a reply on the table in due course.

EMPLOYMENT OF MUSLIMS AS OFFICE SUPERINTENDENTS AND HEAD CLERKS ON THE NORTH WESTERN RAILWAY.

219. *Mr. H. M. Abdullah: (a) Will the Honourable Member for Railways please state how many selection boards have been held for the posts of Office Superintendents and Head Clerks for appointment in the various offices of the North Western Railway since 1931 when instructions were issued by the Railway Board to the General Manager that the desire of the Railway Board for the employment of more Muslims as Office Superintendents and Head Clerks should be kept in view?

- (b) What were the dates on which each of these selections was held?
- (c) How many Muslims were allowed to appear at each of these selections?
- (d) How many Muslims were placed on selected lists as a result of these selections?
- (e) How many times were fresh selections held and old lists containing names of selected Muslim candidates scrapped, and other non-Muslims were selected?

(f) What is the total number of Muslims who, although selected, were never allowed to officiate?

(g) What is the total number of Muslims actually posted as Office Superintendents and Head Clerks as a result of such selections?

The Honourable Sir Andrew Clow: (a) to (f). I regret it is impracticable to undertake the researches necessary to obtain the information required by the Honourable Member.

(g) An endeavour will be made to collect the information and I shall lay a reply on the table of the House in due course.

CLERKS RECRUITED DIRECT IN INTERMEDIATE GRADES ON THE NORTH WESTERN RAILWAY.

220. ***Mr. H. M. Abdullah:** (a) Will the Honourable Member for Railways please state how many clerks have been recruited direct in Intermediate Grades on the North Western Railway since the issue of the Railway Board's orders for direct recruitment being made to this category to the extent of 20 per cent. of appointments? How many of these were Hindus, Muslims, Sikhs, Anglo-Indians, etc., etc.?

(b) How many of these have been posted to the Establishment Sections of the Headquarters Office, and Divisional or Extra Divisional Offices?

The Honourable Sir Andrew Clow: I have called for information and will lay a reply on the table of the House in due course. I should add however that the orders were not for direct recruitment to the extent of 20 per cent.; they permitted direct recruitment up to that figure as a maximum.

Mr. Muhammad Nauman: The Honourable Member says that the information will be laid on the table in due course. That defeats the very purpose of putting starred questions, because we cannot put supplementary questions on that.

Mr. President (The Honourable Sir Abdur Rahim): Of course no supplementary questions can be put unless the Honourable Member puts down a question after seeing the answer. If it is in order, it will be admitted.

Sardar Sant Singh: Has the Communications Member received strong protests from the guards on account of this direct recruitment which blocks their promotion?

The Honourable Sir Andrew Clow: Yes.

COOLIES PROMOTED TO THE POSTS OF JOURNEYMEN ON THE NORTH WESTERN RAILWAY.

221. ***Mr. H. M. Abdullah:** Will the Honourable Member for Railways please state the number of coolies, community-wise, promoted to the posts of journeyman on the North Western Railway during 1937-38 and 1938-39?

The Honourable Sir Andrew Clow: I have called for information and will lay a reply on the table of the House in due course.

UNSTARRED QUESTIONS AND ANSWERS.

SEPARATE CADRES IN GAZETTED SERVICES ON STATE RAILWAYS.

38. Mr. Muhammad Akbar Ali: (a) Will the Honourable Member for Railways be pleased to state whether on State-managed Railways there are three cadres in the gazetted service, namely, the senior scale, the junior scale and the lower gazetted service?

(b) Is there any division in the duties allotted to the junior scale and the lower gazetted service?

(c) Are separate posts reserved for each of these two cadres?

(d) Is there any difference in the pay of these two cadres? If so, what are the old and the new scales of pay of both?

(e) Is there any difference in the promotion from these two cadres to the senior scale? If so, what?

(f) Are there any privileges which are given to the officers in the junior scale which are denied to those employed in the lower gazetted service? If so, what are they?

The Honourable Sir Andrew Olow: (a) Yes, and there is also a cadre of administrative posts.

(b) and (c). No.

(d) Yes. A statement showing the old and new scales of pay of the junior scale and the Lower Gazetted Service is placed below.

(e) Yes. As regards officiating promotion, I would refer the Honourable Member to rule 72 (5) (b) and (c) of the State Railway Establishment Code, a copy of which is in the Library of the House. As regards permanent promotion, an officer of the Lower Gazetted Service would normally require to be promoted to the superior service in the junior scale, before he could be confirmed in the senior scale, and, as junior scale men begin service in a much higher grade than those who are promoted to the Lower Gazetted Service, they have much better subsequent prospects.

(f) Yes. Officers in the junior scale are classified as belonging to the Railway Services Class I, and officers in the Lower Gazetted Service to the Railway Services Class II, and to some extent there are differences in the rules governing the two classes of officers. The main privileges enjoyed by junior scale officers, which are not applicable to Lower Gazetted Service, are the grant of overseas pay and passages if of non-Asiatic domicile.

Statement showing the old and the new scales of pay for the Junior Scale of the Superior Railway Services and the Lower Gazetted Service.

Departments.	Junior Scale.	
	Old Scale. Rs.	New Scale. Rs.
Transportation (Traffic) and Commercial Departments	800—900	300—360.
Indian Railway Service of Engineers, Electrical and Signal Engineering Departments, Transportation (Power) and Mechanical Engineering Departments	375—975	350—500.
All Departments	350—800	250—525 with a selection grade of Rs. 500 specially selected officers rising to a maximum of Rs. 600 as a reward for good work.

GRIEVANCES OF OFFICERS IN THE LOWER GAZETTED SERVICE ON STATE RAILWAYS.

39. Mr. Muhammad Azhar Ali: (a) Will the Honourable Member for Railways be pleased to state whether representations have been submitted by the officers in the Lower Gazetted Service on State-managed Railways against the conditions of their service as compared with those in the junior scale?

(b) What are the main grievances of the officers in the Lower Gazetted Service?

(c) Is the Honourable Member aware that the Lower Gazetted Officers are discontented on account of the distinction in treatment meted out to them?

(d) Do Government propose to remove the differences between the junior scale and the Lower Gazetted Service and combine the two services? If not, why not?

The Honourable Sir Andrew Clow: (a) and (c): Yes, the memorials submitted indicated certain matters in which the memorialists considered they had grievances.

(b) The main grievances relate to pay, chances of promotion and the grant of overseas pay and passages to those of non-Asiatic domicile.

(d) No. The two services are intended for different classes of officers and serve different purposes in the general structure of railway establishment. The Lower Gazetted Service is intended mainly to provide a channel of promotion and extended responsibility for subordinates of proved service and experience; the junior scale is designed mainly for young men of capacity who are directly recruited, and forms the pool from which appointments are made to the higher grades.

BRINGING INTO OPERATION OF THE STATE RAILWAY CODE FOR THE TRAFFIC DEPARTMENT (COMMERCIAL) ON STATE RAILWAYS.

40. Mr. Muhammad Azhar Ali: Will the Honourable Member for Railways be pleased to state whether the State Railway Code for the Traffic Department (Commercial) published in April, 1939, has been brought into operation on State-managed Railways? If so, when?

The Honourable Sir Andrew Clow: The Code referred to by the Honourable Member is mainly a compilation of rules and instructions that have long been in force on State-managed Railways. The procedure and the forms on these railways differ to some extent, and they have been asked to bring them into line with those prescribed in the Code as early as possible and in any case not later than 1st April, 1941.

MUTUAL GUARANTEE FUND OF THE OLD EAST INDIAN RAILWAY COMPANY.

41. Mr. Muhammad Azhar Ali: (a) Will the Honourable Member for Railways be pleased to state whether the Mutual Guarantee Fund of the old East Indian Railway Company was taken over by Government when they took over the Railway from Company management?

(b) What was the amount standing at the credit of this Fund when Government took over the management?

(c) Is it a fact that there is a provision in the Mutual Guarantee Fund Agreement that the principal sum at the credit of the Fund shall be divided amongst the then existing contributors of the Fund when the management of the Railway shall pass out of the hands of the Company?

(d) Was the amount distributed amongst the then existing contributors in accordance with the terms of the Agreement? If not, how was it disposed of?

(e) When was the Fund finally closed?

(f) Were the contributors who were entitled to participate in the distribution advised about the intending closure of the Fund? If so, by what means?

(g) How were those contributors who were no longer in the service of the East Indian Railway when the Fund was about to be finally closed, advised of the intending closure?

(h) What is the amount of unpaid contribution in hand?

The Honourable Sir Andrew Olow: (a), (c) and (d). Yes.

(b) Rs. 1,02,202 in cash and Rs. 40,000 in Government securities.

(e) On the 30th September, 1927.

(f) Yes. The contributors were advised through the East Indian Railway Weekly Gazette.

(g) Government have at present no information on this point but I am making further enquiries.

(h) The unpaid balance was Rs. 5,738-9-0 and was transferred to the credit of the Staff Benefit Fund.

IRREGULARITIES IN THE RUNNING OF SPECIAL TRAINS ON THE NORTH WESTERN RAILWAY.

42. Mr. Muhammad Ashar AH: Will the Honourable the Railway Member be pleased to state if it is a fact that there have been a lot of irregularities in the running of special trains over the North Western Railway at one-third fares and that private individuals have in many cases benefited by buying tickets in lots and selling them at a higher rate to the travelling public? If so, do Government propose to stop this practice? If not, will Government permit Travel Agents and organisers to organise trains on the same basis for excursions or pilgrimage on home line Railways or over the North Western Railway alone? If not, why not?

The Honourable Sir Andrew Olow: I am calling for the information and will lay a reply on the table of the House in due course.

RAILWAY PASSES ALLOWED TO MESSRS. THOMAS COOK AND COMPANY AND THEIR STAFF.

43. Mr. Muhammad Azhar Ali: Will the Honourable Member for Railways be pleased to lay a statement on the table of the House showing the number of cards and other passes of all classes allowed by the Railway Board, the Indian State Railways and individual Railways to Messrs. Thomas Cook and Company, their staff and their guides?

The Honourable Sir Andrew Olow: I am asking Class I Railways to supply the details of any such passes issued for the current financial year and will lay the information on the table of the House in due course. The Railway Board have issued no card or cheque passes to the firm during that period.

CITY BOOKING AND PARCEL OFFICES WORKED BY MESSRS. THOMAS COOK AND COMPANY.

44. Mr. Muhammad Azhar Ali: Will the Honourable Member for Railways be pleased to lay a statement on the table of the House showing the towns and cities where city booking and parcel offices are being worked by Messrs. Thomas Cook and Company and the terms and conditions of such arrangements?

The Honourable Sir Andrew Olow: I am asking the Class I Railways to supply this information and will lay a statement on the table of the House in due course.

OUT-AGENCIES OPENED AND CLOSED ON THE NORTH WESTERN RAILWAY.

45. Mr. Muhammad Azhar Ali: Will the Honourable the Railway Member be pleased to lay a statement on the table of the House showing the out-agencies opened over the North Western Railway in 1998, 1999, the dates when they were opened and the dates when they were closed, showing reasons for their termination and any subsequent arrangements made in their place by the North Western Railway?

The Honourable Sir Andrew Olow: I lay on the table a statement giving the information required.

Serial No.	Name of the out-agency.	Name of the railway station serving the out-agency.	Date of opening.	Date of closing.	Reason for closing the out-agency.	Subsequent arrangements made by the Administration.
1	Ramnagar-on-Chonab.	Akalgarh.	15-2-38	1-8-39	Resignation of the out-agency contractor as the business did not pay him.	The Administration propose reopening the out-agency as soon as the road serving it is the proper repair.
2	Jallalpur Jattan.	Gujrat.	1-7-38	1-8-39	Ditto	The question of reopening is under consideration.
3	Miranpur.	Khatauli.	1-7-38	1-10-39	Ditto	No arrangement has so far been made as none of the local licensees plying on the roads connecting the out-agencies with the railway stations are able to comply with the terms and conditions for working the out-agencies.
4	Jansath.	Do.	1-7-38	1-10-39	Ditto	
5	Kalsaur Akbari	Batala.	15-8-38	1-2-39	Ditto	
6	Jogindernagar.	Bajmath Paprola	1-11-38	22-3-39	The Mandi Durbar cancelled their contract with their transport monopolist who was also the out-agency contractor.	Negotiations are being made with the Mandi Durbar with a view to reopening this out-agency.
7	Kalanaur Kalan.	Rohtak.	1-12-38	15-12-38	Resignation of the out-agency contractor as the business did not pay him.	No arrangement has been made as no contractor is able to comply with the Railway's terms and conditions for the opening of these out-agencies.
8	Maharn.	Do.	1-12-38	15-12-38		
9	Dorangala.	Gurdaspur.	1-7-39	14-1-40	Unsatisfactory working of the out-agency contractors.	Steps are being taken to reopen these out-agencies.
10	Hariana.	Hoanaspur.	15-7-39	14-1-40		

PASSES GRANTED TO MESSRS. N. D. RADHA KRISHAN AND SONS OF RAWALPINDI BY CERTAIN RAILWAYS.

46. Mr. Muhammad Azhar Ali: Will the Honourable Member for Railways be pleased to lay a statement on the table stating the number and class of passes, allowed by the North Western, the East Indian, the Great Indian Peninsula and the Bombay, Baroda and Central India Railways to Messrs. N. D. Radha Krishan and Company of Rawalpindi? Why have these passes been granted, and what business has the firm of Messrs. N. D. Radha Krishan given to the Railways, in consideration of which the privilege of passes has been granted to them?

The Honourable Sir Andrew GLOW: The following is a statement of the number of passes issued, during 1939:

Railway.	No.	Nature of pass.
Bombay, Baroda and Central India Railway.	1	1st class for two representatives.
East Indian Railway	2	1 On 20th February, 1939.—1st class for two representatives.
		2 On 23rd March, 1939.—1st class for two representatives.
North Western Railway	1	1st class Card Pass.
Great Indian Peninsula Railway	Nil.	

The North Western Railway pass was issued to enable the firm to supervise their railway out-agencies. The other passes were given to enable the representatives of the firm to interview the railway administrations in connection with development of traffic to Kashmir.

There has been a considerable increase in the rail-cum-road passengers during recent years.

CHARGES FOR LORRY TRANSPORT BETWEEN JAMMU AND SRINAGAR, ETC.

47. Mr. Muhammad Azhar Ali: Will the Honourable Member for Communications please state if it is a fact that the charges for lorry transport between Jammu and Srinagar and between Rawalpindi and Srinagar and back by private lorries are much less than paid through the Rail cum Road scheme to Messrs. N. D. Radha Krishan and Company?

The Honourable Sir Andrew GLOW: I believe that the charges levied by private owners are, generally speaking, lower than those charged by Messrs. Radha Krishan and Co., but the charges levied by the only other organised service are higher. I understand that, prior to the introduction of the rail-cum-road return tickets, the prices charged by private lorry owners were considerably higher than they are at present.

MONOPOLY ENJOYED IN RESPECT OF RAIL-CUM-ROAD TICKETS BY MESSRS. N. D. RADHA KRISHAN AND SONS.

48. Mr. Muhammad Azhar Ali: Is the Honourable Member for Communications prepared to modify the monopoly enjoyed in respect of Rail-cum-Road tickets by Messrs. N. D. Radha Krishan and Sons to enable the benefit of this scheme to be shared by all the lorry transport companies

plying their vehicles between Rawalpindi, Srinagar and Jammu Tawi? If not, are Government prepared to discontinue the present monopoly and let the motor transport firms deal direct with visitors to Kashmir?

The Honourable Sir Andrew Olow: The answer to both parts of the question is in the negative; but it should be added that visitors are at liberty to deal directly with any motor transport firm.

MONEY SPENT ON " VISIT INDIA " ADVERTISEMENTS.

49. Mr. Muhammad Ashar Ali: Will the Honourable the Communications Member be pleased to lay a statement on the table for the years 1935, 1936, 1937, 1938 and 1939 showing the amounts paid by Government to Indian and foreign newspapers and periodicals containing VISIT INDIA advertisements regarding facilities for travel on behalf of Messrs. Thomas Cook and Company or containing their name and address?

The Honourable Sir Andrew Olow: I understand that the expenditure of the Central Publicity Bureau in connection with the publication, in Australian and New Zealand papers, of the advertisements referred to was:

	Rs.
1935-36	3,600
1936-37	3,900
1937-38	3,800
1938-39	2,000
1939-40	2,000

Messrs. Thomas Cook and Son, Limited, are mentioned in these advertisements as they are the agents of the Central Publicity Bureau in these two countries.

Government have no information of the amounts spent under this head during the years mentioned either by the London or by the New York Bureau, and are not aware if such advertisements published in countries other than Australia or New Zealand make mention of this firm or their address.

RE-ORGANISATION OF THE CENTRAL PUBLICITY BUREAU.

50. Mr. Muhammad Ashar Ali: Will the Honourable the Communications Member be pleased to state if he is prepared to organise the Central Publicity Bureau on the scales of the Italian, Japanese, Netherlands, South African and other Official Traveller's Information Bureaus and let this Bureau organise conducted tours in and outside India? Do Government consider that in times of war this reorganised Bureau will be in a position to offer good inclusive conducted tours to the Indians in India?

The Honourable Sir Andrew Olow: Government have no such proposal under consideration. As regards the second part of the question, conducted tours are arranged by tourist agents and by individual railways and no further organisation appears to be necessary.

FARES FOR MONTHLY SEASON TICKETS ON THE NORTH WESTERN RAILWAY.

51. Mr. Suryya Kumar Som: Will the Honourable Member for Railways please state:

- (a) the rate of fare charged for monthly season tickets on the North Western Railway for each class of accommodation provided on that Railway;
- (b) the rate of fare charged for the railway servants monthly season tickets on that Railway for those classes; and
- (c) the reasons for the difference in fares, if any, for those two kinds of season tickets?

The Honourable Sir Andrew Olow: (a) Twenty-four single journey fares for all classes of tickets.

(b) Six single journey fares, for all classes of tickets.

(c) The lower charge levied is a concession to railway servants to help them in journeys to and from their work.

MONTHLY SEASON TICKETS ISSUED IN THE DELHI DIVISION OF THE NORTH WESTERN RAILWAY.

52. Mr. Suryya Kumar Som: Will the Honourable Member for Railways please state:

- (a) the average number of monthly season tickets issued to the travelling public in the Delhi Division on the North Western Railway;
- (b) the monthly income from those tickets;
- (c) the average number of railway servants monthly season tickets issued in that Division on that Railway;
- (d) the monthly revenue received from railway servants for those tickets; and
- (e) the loss in revenues from railway servants for those tickets, if any, comparing with the profits from the public?

The Honourable Sir Andrew Olow: (a) 1,352.

(b) Rs. 4,002.

(c) 218.

(d) Rs. 201.

(e) It is impossible to compute the profit or loss as no individual trains are run for these railway servants and it cannot be assumed that they would continue to travel by train if the concessions were withheld.

GIVING OF CONTRACTS FOR VENDING FRUITS, ETC., IN THE DELHI DIVISION OF THE NORTH WESTERN RAILWAY.

53. Mr. Suryya Kumar Som: Will the Honourable Member for Railways please state:

- (a) whether it is a fact that contracts for vending fruits and other dry articles are given on communal consideration in Delhi Division on the North Western Railway;

- (b) whether it is a fact that the contract for vending fruits, etc., at Saharanpur is at present held by a Muhammadan; and
- (c) whether it is a fact that that contract at Saharanpur is to be given for the next year to both communities (Hindu and Muhammadan); if so, how far it is consistent with the policy laid down by the Railway Board?

The Honourable Sir Andrew Clow: (a) No.

(b) Yes.

(c) I understand the question of dividing the contract on a communal basis is not under consideration. The last part of the question does not, therefore, arise.

COMPLAINTS AGAINST THE CONTRACTORS FOR VENDING FRUITS, ETC., AT THE LAHORE RAILWAY STATION.

54. Mr. Suryya Kumar Som: Will the Honourable Member for Railways please lay on the table of the House a statement of the complaints received from the travelling public against the contractors for vending fruits, sweets, cigarettes, *namkeens*, etc., at the Lahore railway station on the North Western Railway during 1938 and 1939 along with the action taken thereon? If no action has been taken, the reason why?

The Honourable Sir Andrew Clow: Government have received no complaints and no case, therefore, has arisen for taking action. I am, however, asking the General Manager if well-grounded complaints have been numerous in this period, and if so, what action was taken upon them.

HIGHER PRICES CHARGED BY MESSRS. SPENCER AND COMPANY, LIMITED, AT THE DELHI RAILWAY STATION.

55. Mr. Suryya Kumar Som: Will the Honourable Member for Railways please state:

- (a) whether it is a fact that the prices charged by Messrs. Spencer and Company, Ltd., Refreshment Contractors at Delhi, North Western Railway, are higher than the prices current in Delhi market;
- (b) the reasons for such charges; and
- (c) the reasons for not taking any action under the Defence of India Act?

The Honourable Sir Andrew Clow: (a) and (b). I am not in possession of the prices charged but am willing to accept it from the Honourable Member that the rates for refreshments supplied for consumption by customers in the refreshment room where various amenities are provided may not be identical with those at which the articles could be secured in a market. But if the Honourable Member can furnish particulars of articles sold to be taken away at prices which are substantially in excess of those prevailing in shops of similar character in Delhi, the attention of the authorities directly concerned will be drawn to the matter.

(c) No cause has arisen for such action.

TARIFF RATES OF ARTICLES AND FOODSTUFF, ETC., AT CERTAIN RAILWAY STATIONS ON THE NORTH WESTERN AND EAST INDIAN RAILWAYS.

56. Mr. Suryya Kumar Som: Will the Honourable Member for Railways please lay the tariff rates of articles, foodstuff, etc., sold at stations on the North Western and East Indian Railways within the civil districts of Delhi, Meerut and Saharanpur, together with the tariff rates of those articles within the markets of those civil districts and state the reasons for the differences in rates, if any?

The Honourable Sir Andrew Clow: I regret that I cannot set on foot the inquiries that would be necessary to secure a comparison of the kind desired by the Honourable Member. As vendors are numerous and prices are constantly changing, it would involve a large amount of labour and cost to secure all the particulars for any selected period. I have, however, explained on more than one occasion in the Assembly that rates within a station cannot be kept at levels identical with those outside and would refer the Honourable Member to my remarks on page 196 of the Debates for 8th February, 1940.

COURT INSPECTORS ON THE NORTH WESTERN RAILWAY.

57. Mr. Suryya Kumar Som: Will the Honourable Member for Railways please refer to paragraph 12 of the North Western Railway Commercial Manual, 1935, and state:

- (a) the number of posts of Court Inspectors on the 17th June, 1939 and their distribution in the Divisions;
- (b) the scales of pay of those posts;
- (c) the method of recruitment; and
- (d) the qualifications or criterion required for those posts?

The Honourable Sir Andrew Clow: I have called for information and will lay a reply on the table of the House in due course.

REVISION OF THE CODE ON ESTABLISHMENT MATTERS ON STATE RAILWAYS.

58. Mr. Suryya Kumar Som: Will the Honourable Member for Railways please state the approximate date by which the revision of the Codes on establishment matters be completed?

The Honourable Sir Andrew Clow: The State Railway Establishment Code was issued in February, 1938. All the copies of the Code available with the Central Publication Branch having been sold out, it has become necessary to issue a reprint. Advantage has been taken of this opportunity to revise the Code in a manner that would make it more useful and authoritative. The revised State Railway Establishment Code will be issued in two parts. Part I will contain the Fundamental, the Supplementary and other rules which are common to the Railway and other Departments of the Government of India. Part II will contain the rules which are peculiar to the Railway Department. Part II of the revised Code is expected to be ready earlier than Part I and to be issued before the 30th September of this year. The revision of Part I will be taken up immediately after Part II has been issued.

PRICES FIXED FOR RULES AND REGULATIONS GOVERNING ESTABLISHMENT MATTERS OF SUBORDINATES ON STATE RAILWAYS.

59. Mr. Suryya Kumar Som: Will the Honourable Member for Railways please state the prices fixed by the General Managers, Eastern Bengal, East Indian, Great Indian Peninsula and North Western Railways for the rules and regulations governing the establishment matters of the subordinate non-gazetted services and from where they can be had?

The Honourable Sir Andrew Olow: I have called for information and will lay a reply on the table of the House in due course.

CENTRAL GOVERNMENT APPROPRIATION ACCOUNTS AND FINANCE ACCOUNTS.

The Honourable Sir Jeremy Raisman (Finance Member): Sir, I lay on the table a copy* each of:

- (1) the Central Government Appropriation Accounts (Civil) 1938-39 and the Audit Report 1940; and
- (2) the Central Government Finance Accounts 1938-39 and the Audit Report 1940.

Dr. Sir Ziauddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): May I ask whether these will be circulated amongst the Members of the Assembly?

Mr. President (The Honourable Sir Abdur Rahim): The Chair understands they will be circulated.

DEMANDS FOR SUPPLEMENTARY GRANTS—RAILWAYS.

DEMAND No. 6A.—WORKING EXPENSES—MAINTENANCE OF STRUCTURAL WORKS.

Mr. B. M. Staig (Financial Commissioner, Railways): Sir, I beg to move:

"That a supplementary sum not exceeding Rs. 18,65,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Working Expenses—Maintenance of Structural Works'."

In moving this and the other supplementary demands that follow it, I would venture to remind the House that they have all been scrutinised and approved by its representatives in the Standing Finance Committee on Railways, to whom I have made available all the information at my disposal. The causes giving rise to the demands are briefly indicated in the footnotes to the Demands and fuller information is supplied in the memoranda submitted to the Standing Finance Committee regarding the Revised Estimates for 1939-40 under each head and in the general memorandum on the demands Nos. 6-A to 6-H regarding the ordinary working expenses of the railways. These documents have been made available to Members with the budget papers.

*Not printed in these Debates. Copies have been placed in the Library.—E. of D.

The present demand under head 6-A arises mainly from two causes, (a) unforeseen expenditure due to floods or river erosion, and (b) additional maintenance charges relating, particularly to the track. In regard to the former we had some repairs to the Aie river bridge on the Eastern Bengal Railway between Lalmonirhat and Amingaon, unexpectedly thrown forward from last year, and further flood damages had to be made good on this railway after July 1939. Heavy river erosion at Sarisabari in the Mymensingh district involved us in Rs. 1½ lakhs for ghat shifting, and in rebuilding the abutments of and regirdering a bridge over the Sealdah Canal we spent 1½ lakhs. The East Indian Railway have had to face heavy unforeseen expenditure of about three lakhs on river training works at Balawali near Hardwar.

In regard to the maintenance of track, I would remind Honourable Members of the remarks of the Pacific Locomotive Committee. After examining certain figures of maintenance expenditure they found that material economies had been secured without curtailment of expenditure on what was really essential for the safe operation of traffic, but they felt that in some instances this curtailment had been carried too far and they reminded us that deterioration in the general condition of the permanent way increases with time and may well result in an ultimate increase in the cost of remedial measures. We have not allowed these remarks to pass unnoticed and action taken in the light of them is reflected in the additional sums which are now required for maintenance on the East Indian Railway and the Great Indian Peninsula Railway. Sir, I move.

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

"That a supplementary sum not exceeding Rs. 18,65,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Working Expenses—Maintenance of Structural Works'."

Sir Muhammad Yamin Khan (Agra Division: Muhammadan Rural): Sir, I fully appreciate the explanation which the Honourable Member who has moved this demand for a supplementary grant has given, and I am conscious of the fact that the members of the Standing Finance Committee went through all the details of the supplementary grants. But what we are faced with today by the motions before us is that they in all amount to one crore and a half. It was pointed out in this House last year that the departments should be very careful in framing their budgets so as not to come up here with demands for supplementary grants unless they ran up to a few thousands or to a few lakhs, but we have now before us a total demand amounting to about 1½ crores, and that shows that the departments have not been careful in framing their budget

Sir Abdul Halim Ghuznavi (Dacca cum Mymensingh: Muhammadan Rural): 1½ crore demand is not for a particular item.

Sir Muhammad Yamin Khan: My friend has not been listening to what I was saying. I said that all the demands on the paper put together amount to about 1½ crores, and if the departments leave out such big sums so as to come out before this House with such huge demands for supplementary grants at the end of the year, it shows that they have not been paying proper attention when framing their budget proposals. I don't

[Sir Muhammad Yamin Khan.]

suggest that the House should reject any of these demands, but all that I ask is that the departments should be careful to anticipate their requirements in framing their budget so that we may not be faced with these big supplementary demands every year. We had rejected a few demands last year because they were very heavy, and with that experience the departments should have been more careful, but, evidently, they were not, with the result that we are today faced with these huge demands for supplementary grants. I hope, Sir, in the coming years we will not be faced with such huge demands and there will be no need for us to vote down the proposals.

Sir Abdul Halim Ghuznavi: Sir, I support this motion. My friend, Sir Muhammad Yamin Khan, did not properly listen to the Honourable the Mover of this motion, I think

Sir Muhammad Yamin Khan: I said I had listened to him and also appreciated his remarks.

Sir Abdul Halim Ghuznavi: If he had appreciated the remarks of the Mover, my friend would not have made the speech that he had done. My friend said that it was atrocious that the Railway Board should come forward with a demand for 1½ crores

Mr. Muhammad Nauman (Patna and Chota Nagpur *cum* Orissa: Muhammadan): He did not say that.

Sir Abdul Halim Ghuznavi: He said it was a very big demand, and he also said that he had pointed out last year that the departments should be more careful in framing their budget proposals so that they might not come up here with demands for huge supplementary sums like this. May I ask my friend what are the three items for which this particular grant is asked for? The first is for the Eastern Bengal Railway. My friend has evidently no experience of the Eastern Bengal Railway

Sir Muhammad Yamin Khan: The Honourable Member is referring to only the demand for Rs. 18,00,000.

Mr. President (The Honourable Sir Abdur Rahim): That is the one under consideration.

Sir Abdul Halim Ghuznavi: That is the one you have opposed.

Sir Muhammad Yamin Khan: I did not oppose it.

Sir Abdul Halim Ghuznavi: Your remarks are tantamount to opposition. The Budget was framed in October, 1938, for the year 1939-40. How could the Eastern Bengal Railway prophesy that there would be a huge flood in August of 1939 when they framed their Budget in October, 1938? They have given an account of their reasons for the additional grant

Dr. Sir Ziauddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): Where is that account given, on what page?

Sir Abdul Halim Ghuznavi: It is on the first page.

Mr. Muhammad Nauman: Is that the first flood in 1939 on the Eastern Bengal Railway?

Sir Abdul Halim Ghuznavi: The flood took place in 1939, and the Eastern Bengal Railway could never have anticipated it or taken it into account in October, 1938, when they framed their budget.

Sir Muhammad Yamin Khan: Why not?

Dr. Sir Ziauddin Ahmad: Will you please read

Mr. President (The Honourable Sir Abdur Rahim): Let the Honourable Member put his case in his own way.

Sir Abdul Halim Ghuznavi: The Eastern Bengal Railway, as I said, could not have foreseen the floods which necessitated extensive repairs to certain bridges.

The next item then refers to the East Indian Railway. For that also the explanation is given in this small pamphlet on page 1, that is to say, extension of certain river training works, repairs to bridges, and to station and workshop buildings and so on.

Then comes item (c) regarding the Great Indian Peninsula Railway, and as the Honourable the Mover has pointed out, certain improvements were neglected which had to be carried out according to the recommendations of the Pacific Locomotive Committee. That Report came very late. Sir, I support this motion.

Dr. Sir Ziauddin Ahmad: Sir, I am afraid that my friend, Sir Abdul Halim Ghuznavi, misunderstood the remarks made by my friend, Sir Muhammad Yamin Khan. He first made his general observations and said that it was rather unfair for the Financial Commissioner to come forward here to ask for a supplementary demand amounting to 1.53 crores. It is a big amount and he has adopted the same method which we condemned last year. Now, coming to the particular item before us, I said last time that the permission of the Finance Committee was obtained in the same manner as the King of Zululand used to do. My friend, Sir Abdul Halim, said 'no, it was not correct' and that Mr. James will never allow any such thing. At page 38 of the Finance Committee's Report in connection with this particular item, it is stated here:

"In connection with the increased expenditure anticipated under this head in the current year and the next, the Chairman drew attention to the recommendations of the Pacific Locomotive Enquiry Committee regarding the manufacture of Railway track."

Now, I have got the Report of the Locomotive Pacific Inquiry Committee, and I should be glad if Mr. James would point out to what exactly reference is made and on what pages? I mean the manufacture of Railway track, and what particular amount of money is provided for this purpose, because manufacture of railway track is a very big item, and, certainly, it cannot be brought forward in a supplementary demand. This is an important issue and it ought to be raised on the floor of the House

[Dr. Sir Ziauddin Ahmad.]

so that we may be able to discuss the policy by a cut motion. I am quoting from the Proceedings of the Meetings of the Standing Finance Committee for Railways of the 30th and 31st January, 1940, page 88.

The Honourable Sir Andrew Olow (Member for Railways and Communications): I understand that "manufacture" is a misprint for "maintenance".

Dr. Sir Ziauddin Ahmad: It is rather a very big misprint. Let us assume that this mistake has been committed and it is really the word maintenance instead of the word manufacture. When we take this particular item, the Pacific Locomotive Enquiry Committee's report regarding the maintenance of railway track, we know that on this question of maintenance of railway track the Committee raised a very important issue and this matter should have come on the occasion of the ordinary budget, I would have moved a cut motion to discuss the policy underlying this particular report, but to bring it up under a supplementary grant is really to deprive us of the privilege which we have as Members of this House, i.e., to discuss the report of the Pacific Enquiry Committee's report, and now the only thing left to me is this, say Yes or No. I submit that we are not fairly treated because the right that we possess of discussing the policy has been denied to us by bringing it up under a supplementary grant. I submit when we begin to take action on the Locomotive Committee's Report about the maintenance of railway track, the question is a very important one and the few lakhs of rupees asked for in this supplementary grant will not suffice to give effect to the recommendations of the Pacific Locomotive Committee. It requires an investigation of the entire problem about track. You have to find out in what way the velocity, the powers of the engine, the machinery, the track are connected together, and I do not know how by spending a few lakhs under this supplementary grant the problem of the maintenance of track as visualised in the Pacific Locomotive Committee's report can be solved. If you require this money for the repair of a certain track I do not mind, but when you say that you are going to take action according to the recommendations of this particular report, then certainly I have got a right to raise the issue whether this small amount will suffice to give effect to the recommendations of the Committee. You must take it seriously and try to evolve a policy and work out all the details, what particular tracks require to be modified and in what particular manner, but to produce this in this particular manner and shut our mouths from speaking on this big issue is unfair to the Members of this House. It is quite possible that a certain portion of the track may have gone wrong on account of heavy rains or floods,—I agree, but, certainly, I do desire as a Member of the House that some more indication should be given to me. I am not satisfied with these few remarks mentioned here in this pamphlet. This says:

"Re-building abutments and re-girdering of a canal bridge, repairs thrown forward to this year from last to a large bridge, permanent repairs to certain banks and guide-bunds, and shifting of a ghat and a ghat line owing to erosion by the river."

There is no mention of what is that ghat, what particular banks were affected by floods. This report gives details in the same manner as a candidate gave an answer in his examination hall on history. He was

asked, "Who is Chegiz Khan?" The candidate replied, "He was the son of his father. He was born on the date destined by God. He did certain things and he died on the date God fixed for him." Without giving more details about the expenditure, my Honourable friend asks us to vote, and I submit that he should not treat us in the way in which the King of Zululand did, but should give us figures. Don't say, "please vote blindly". The only argument that my Honourable friend has given is that this thing had been thoroughly examined by the Standing Finance Committee. I have got the report of the Standing Finance Committee and this is the report. I do not know who examined it. Perhaps the Chairman must have examined it and the Chairman himself may have scrutinised the whole thing on behalf of the Standing Finance Committee. He has examined the thing himself, he has made up the minds of the Standing Finance Committee and now he makes up our mind on behalf of the Standing Finance Committee and the Legislature. The present position is exceedingly anomalous and now we are required to give our votes to an expenditure which has already been incurred. It is not an expenditure which may be incurred so that we may say No and the money may be saved. But here, in this case, the money has already been spent and we have no alternative but to vote for the whole amount. I admit my Honourable friend has satisfied the Standing Finance Committee by saying "I have satisfied myself, so please vote for it." After having got the vote of the Standing Finance Committee, he comes here and says, "I satisfied myself on behalf of the Standing Finance Committee. So, please vote for the grant". The whole thing is really a misnomer and I am not very happy about the way in which these supplementary grants are asked for. Moreover, it is not a trivial amount, it is a substantial sum, and though I agree with my Honourable friend, Sir Abdul Halim Ghuznavi, that there are certain expenditures which could not be foreseen like floods, yet at the same time all these items of one crore and 53 lakhs do not come under that category. Therefore, I do beseech the Government of India that they ought to lay before us facts which may enable us to form an intelligent opinion and give honest votes.

Some Honourable Members: Let the question be now put.

The Honourable Sir Andrew Clow: Sir, the Honourable Doctor is hard to please. In previous Sessions

Dr. Sir Ziauddin Ahmad: I am always influenced by good reasons.

The Honourable Sir Andrew Clow: In previous Sessions it was the custom to put these demands before the House without any speech, and the House, knowing that it can rely on the Standing Finance Committee, normally passed them without discussion. This morning the Financial Commissioner, in an endeavour to give fuller information, made an explanatory statement, and Dr. Sir Ziauddin Ahmad complains now that he is not given enough information. Mr. Staig mentioned, for example, where the river erosion had taken place, he stated which is the canal bridge over which rebuilding abutments and regirdering had to be undertaken, he said where certain river training works had actually been done.

[Sir Andrew Clow.]

I am willing to admit that the total sum asked for is, regarded in isolation, a large sum, but I think Honourable Members will recollect how large the railway budget is. They will see that the estimating is done to a very small percentage of error indeed. When you have a sum of a crore and more it sounds enormous, as Sir Muhammad Yamin Khan says; but when you remember that that is on a total of over 60 crores and when you remember the enormous number of unexpected events that could occur, I do not think the Financial Commissioner can be accused of incorrect budgeting. Clearly, if we were to follow the suggestion made and budget so as to avoid supplementary grants, we should have budgeted for a large sum on which we would always have very substantial savings. We would have to say, "Now there may be a flood in Madras this year and, therefore, we provide for a flood in Madras. We may have a bridge collapse owing to an accident or something else on the North Western Railway and, therefore, we will put in 20 or 30 lakhs for that". In that way the budget would reach staggering figures, and, of course, there would be large savings. On some of the other grants there are savings and if we were to adopt Sir Muhammad Yamin Khan's suggestion of not splitting up demands into various grants but putting them all in one grant only, the sum asked for would always be considerably smaller.

I suggest that this method of budgeting for what we can regard as reasonably certain requirements and asking for a supplementary grant later for contingencies gives the Assembly in effect a far greater control than it would otherwise have, and it is at the instance of a Committee of the Assembly that we have introduced, for example, in Open Line Works, the system of putting down a large sum for probable savings, so that if we were to carry out all the works of which they have in theory approved, we should always have to come for a substantial supplementary grant. For example, in the present year's budget, if we are to carry out all the works for which we have made provision, we should have to come next year and ask for a supplementary grant of two crores as that represents the approximate deduction made for probable savings.

Sir Ziauddin Ahmad complained that the present method has deprived the Assembly of an opportunity of discussing the question of improving the track in accordance with the recommendations of the Pacific Locomotive Committee. I quite agree that the sum we have provided is inadequate for that purpose but it is not the final payment and it was open to him, quite apart from his opportunity of moving a cut motion on this supplementary grant, to raise the whole question of policy in the budget debate. Actually, I am told, that the policy of giving effect to the recommendations will, during the next few years, cost an extra four lakhs on the East Indian Railway alone. I hope that the House will feel that they can trust the Standing Finance Committee to go into these matters and will not feel it necessary to go into such small matters as where erosion has taken place or where a bridge has had to be strengthened before agreeing to this demand.

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

"That a supplementary sum not exceeding Rs. 18,65,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Working Expenses—Maintenance of Structural Works'."

The motion was adopted.

DEMAND No. 6-B—WORKING EXPENSES—MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER.

Mr. B. M. Staig: Sir, I move:

"That a supplementary sum not exceeding Rs. 42,00,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Working Expenses—Maintenance and Supply of Locomotive Power'."

Sir, it is under this head that the bulk of the total of the supplementary demands, to which my friend, Sir Muhammad Yamin Khan, alluded, falls. In his budget speech the Honourable the Communications Member stated that we expect a surplus this year of 3.61 crores instead of 2.18 crores originally budgeted for. Our gross traffic receipts are estimated now at 97.80 crores against the budget estimate of 94.75. Of the increase, 30 lakhs is attributable to the increases in fares and freight but the balance—about 2½ crores—accrues from additional traffic. To earn this we have naturally to incur additional expenditure and this head of account—6B—is the head under which the larger portion of that expenditure is debited. The general causes of increase are four: (a) more coal consumed; (b) heavier payments on account of freight consequent on the greater quantity of coal carried; (c) heavier repairs to locomotives arising amongst other causes from increased traffic and (d) the general rise in the price of materials for repairs which has been greatly accentuated by the outbreak of war. Sir, I move.

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

"That a supplementary sum not exceeding Rs. 42,00,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Working Expenses—Maintenance and Supply of Locomotive Power'."

Mr. Muhammad Nauman: Sir, I rise to support this motion and I take this opportunity of appreciating the very good speech that the Honourable Sir Andrew Clow made. He was absolutely right in saying that the House ought to be thankful to the Government for having budgeted on usual circumstances and without providing for unforeseen incidents which compelled them to come forward with further demands. This shows that the budget was made on the most conservative lines, and that economy was the predominating idea for the estimates on the entire administration of the railways. It was quite open to Government Members to produce an extravagant budget and say that something might happen and provide for all sorts of imaginary contingencies. He has not done that and I feel that the House has no business to have any grievance on that account. I hope my Honourable friends will appreciate this point. I think my Honourable friend, Sir Muhammad Yamin Khan, was rather misunderstood. He had as much idea of supporting the motion as I have.

Coming to the estimate first take the question of the rise of prices. Certainly this could not have been in the mind of the Honourable Member at the time of the budget and it is perfectly right that the Financial Commissioner should have come with an additional demand under this special circumstance for this particular item.

Then I want to say a few words about the Standing Finance Committee. Something has been said to that. Of course, it is not possible

[Mr. Muhammad Nauman.]

for any committee at all to investigate and look into all the details of the accounts because Honourable Members of the House know that their representatives have not got the advantages of any Secretariat as the Members of the Government have. We cannot even put the questions on details which we ought to, because there is no machinery to make us understand things in details. The agenda is not supplied early enough to enable us to study them so carefully. Sometimes we are busy otherwise and cannot find the necessary time to go into all these things in detail and for this purpose I would suggest to the Honourable Member in charge of Railway finances to the advisability of calling the Standing Finance Committee more often than before and detain the members for longer periods. That can be the only proper procedure. As a member of the Standing Finance Committee, I can say that whatever information we wanted it was given to us, nothing was refused to us and if we do not ask for very detailed informations, the fault lies with us and with our own arrangements and we are responsible for it. Another thing stated is that the information given in this booklet is very meagre. I think there can be no two opinions on that but at the same time if very much detailed information is provided those may be more misleading and then the Honourable Members may not have the time to read and understand same. Such being the case, it is the duty of the members of the Standing Finance Committee to ask for more information and if the Government refused those informations at all, I would be the first man to oppose Government, right and left, inside and outside the House for every item of demand.

Sir Abdul Halim Ghuznavi: Mr. President, in the first place I should like to tell this House that my Honourable friend, Dr. Sir Ziauddin Ahmad, made a serious charge on the members of the Standing Finance Committee of neglect of duty.

Dr. Sir Ziauddin Ahmad: I did not.

Sir Abdul Halim Ghuznavi: You did in this sense that this item was passed without that scrutiny which was required of them. The Honourable the Mover of this supplementary demand mentioned it in his speech as well as stated in writing that the Standing Finance Committee for Railways have agreed to the supplementary demand, *vide* page 45 of the proceedings of their meeting. Three Muslim League Members

Mr. Muhammad Nauman: Refer to the whole House. There is no question of party.

Sir Abdul Halim Ghuznavi: I am not giving way. Three of the Muslim League Party Members were there. . . .

An Honourable Member: Are they still there?

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member (Sir Abdul Halim Ghuznavi) has said that more than once.

Sir Abdul Halim Ghuznavi: They were members of the Railway Standing Finance Committee, and it does not lie in the mouth of my Honourable friend, Dr. Sir Ziauddin Ahmad, and my Honourable friend, Sir Muhammad Yamin Khan, now to come up and oppose this demand.

Mr. Muhammad Nauman: Who opposed it? That is a wrong impression.

Mr. President (The Honourable Sir Abdur Rahim): The Chair thinks the Honourable Member should correct himself; *viz.*, that the Honourable Member to whom he referred has not opposed. The Honourable Member is referring to a demand that has already been disposed of. We are now dealing with the second demand.

Sir Abdul Halim Ghuznavi: It does not lie in the mouth of Dr. Sir Ziauddin Ahmad

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member had better confine himself to the demand before the House.

Sir Abdul Halim Ghuznavi: I am not discussing what he said; can I not reply to him, on one point which he then made, now?

Mr. President (The Honourable Sir Abdur Rahim): No, unless he made a personal attack.

Sir Abdul Halim Ghuznavi: A complete answer has been given to my Honourable friend Dr. Sir Ziauddin Ahmad, by my Honourable friend, Mr. Nauman. The Finance Committee Members have done their duty . .

Mr. Muhammad Nauman: But I certainly am responsible to my Party for giving all the information.

Sir Abdul Halim Ghuznavi: and they scrutinised all this in the Standing Finance Committee and it ought to get through this House without long speeches. Sir, I support this motion.

Dr. Sir Ziauddin Ahmad: Sir, there is one point to which I would like to draw attention under this particular demand, *viz.*, that this demand, as pointed out in the reasons given, was due to the rise in prices of materials. I quite admit that from the 1st of September prices have gone up and that this could not be foreseen at the time of framing the Budget but what I would like to find out is this,—we know that a portion of these replacements is paid by the Depreciation Fund and a portion by general revenues. Will you please let me know whether a portion of this increased expenditure has also been debited to the account of the Depreciation Fund, and if not, why not—because, after all, the Depreciation Fund must pay a portion of the expenditure in this particular case. I do not see that they have demanded any additional expenditure from the Depreciation Fund; they are debiting the whole amount to general revenues, and what are the reasons? I will not make a speech with regard to the next demand if the reply is given by the Honourable Member under this demand now. As regards the speech of my Honourable

[Dr. Sir Ziauddin Ahmad.]

friend, Sir Abdul Hakim Ghuznavi, I never cast any reflection against members of the Committee because they are just as honourable as myself. I have been criticizing the system and will continue to criticize the system—not individual members. So he entirely misunderstood me, because I have as much confidence in him as a member of the Railway Standing Finance Committee

An Honourable Member: He is not a member now.

Dr. Sir Ziauddin Ahmad: . . at least he had been for 15 years—as I am confident of myself. So this question does not arise, and that is the only thing I want to know, whether this thing was included or not.

Mr. B. M. Staig: Sir, for the Honourable Member's information, I would explain that this head covers repairs and very petty renewals—substantial renewals and replacements are charged to the Depreciation Fund.

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

"That a supplementary sum not exceeding Rs. 42,00,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Working Expenses—Maintenance and Supply of Locomotive Power'."

The motion was adopted.

DEMAND NO. 6-C—WORKING EXPENSES—MAINTENANCE OF CARRIAGE AND WAGON STOCK.

Mr. B. M. Staig: Sir, I beg to move:

"That a supplementary sum not exceeding Rs. 19,00,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Working Expenses—Maintenance of Carriage and Wagon Stock'."

Sir, the expenditure under this head is, as Honourable Members will appreciate, liable to be affected by the traffic carried, though not to the same extent as that under the head 6-B. I alluded in my remarks under that head to the additional revenue we now anticipate and also to the increase in the price of materials. I mentioned a year ago in the explanatory memorandum on the Budget for 1939-40 the general situation in regard to rolling stock. In the period of depression commencing in 1930 which was followed by a modest revival of traffic, rolling-stock purchases were curtailed and every effort was made to meet any improvement in traffic by more intensive use of existing stock. In consequence of this, the average age of our rolling stock has increased appreciably and some increase in the cost of maintenance on this account is inevitable. This has made itself felt this year in particular on the Eastern Bengal and the Bombay, Baroda and Central India Railways, where it has been found necessary to undertake repairs considerably in excess of those contemplated in framing the Budget. On the first-named Railway 241 broad gauge and 66 metre gauge items of coaching stock were repaired in excess of those contemplated by the original Budget, and it was further found necessary to carry out very heavy and expensive repairs to jute wagons. Certain

further expenditure is required in the effort to overtake arrears. On the Bombay, Baroda and Central India Railway, two lakhs in excess of the Budget provision are required to repair 125 additional coaches and during the year it has been found that one hundred and twenty cattle wagons and certain brake-vans require repairs estimated to cost two and a half lakhs. Sir, I move.

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

"That a supplementary sum not exceeding Rs. 19,00,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Working Expenses—Maintenance of Carriage and Wagon Stock'."

Sir Muhammad Yamin Khan: Sir, I want some information because one thing has not been explained by the Honourable Member in his speech when he gave the details of the reasons as to why these supplementary grants are necessary. I can see from the headings which are given under A, B, C and D that the prices of materials have gone up high, and whatever may have been due to that, of course that could not be foreseen, but when he comes to the head under E, that is, "repairs to a large number of coaching vehicles more than were originally expected", I cannot see why that was not foreseen. At least some more explanation is required from him as to why this was not foreseen at the time the Budget was framed; that these coaches will require repairs, I mean in number, not in the cost by the rise in price,—the point is, whether that was due to the meagre information given by the Agents.

Sir Abdul Halim Ghuznavi: Will you kindly read E carefully?

Sir Muhammad Yamin Khan: If the Honourable Member can reply on behalf of Government to me, I will have no objection to it if he holds any brief on behalf of the Government, but I am asking the Honourable Member, the Finance Commissioner, who understands more intelligently my remarks. I want that an explanation ought to be given to this House as to why these items were not foreseen at the time of the framing of the Budget; if they were not foreseen, whose fault it was at that time, and why the proper information was not given to the Finance Department of the Railways. Was it either through the fault of the Agents of the different Railways, or did it come to light only when the Budget was framed? That explanation is really required.

Sir Abdul Halim Ghuznavi: Sir, I asked my Honourable friend, Sir Muhammad Yamin Khan, to read item (e) very carefully and he said he did read it. I will now read to the House item (e) to show that all the information that he has asked for is given there. It runs:

"Repairs to a larger number of coaching vehicles than were originally expected." At the time of the Budget they never expected these repairs.

Sir Muhammad Yamin Khan: Why? That is what I am asking.

Sir Abdul Halim Ghuznavi: The answer is that under those circumstances they did not expect such a heavy traffic as they expect now. They did not expect an increase in the traffic which owing to the war

[Sir Abdul Halim Ghuznavi.]

has now taken place. The Financial Commissioner would not have sanctioned those repairs then because they could not have justified the additional expenditure which they can justify now. This is the complete reply to my Honourable friend, Sir Muhammad Yamin Khan. To complete item (e).

"Rebuilding of cattle wagons and weighted brake vans, and rise in prices of materials."

If my Honourable friend had read the two speeches delivered by the Honourable Member for Communications and the Honourable the Financial Commissioner for Railways he would have discovered that this expenditure was necessary. He has not studied those two speeches. Sir, I support this motion.

Mr. Lalchand Navalrai (Sind: Non-Muhammadan Rural): Sir, I do not want to make a long speech on this demand. I have no quarrel with this supplementary demand, nor do I wish to cross my swords with any of the Knights here. I only wish to draw the attention of the House and of the Honourable Member for Communications and also of the Financial Commissioner for Railways to the very imminent and very emergent repairs that are required to be done to the coaches. It is known to the House that nowadays there is a great complaint of the insecurity of carriages in the sense that the compartments for ladies are not secure at all.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member had better deal with the demand as it is.

Mr. Lalchand Navalrai: No details are given here to show whether a grant which is being asked for for repairs was necessary or not. Therefore, I am asking for information whether the question of those repairs which are pending before the General Managers and which have come before the Advisory Committees is going to be taken up or not. Many dacoities and robberies are taking place on the trains and the travelling public is feeling very nervous.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member had better put down separate questions regarding that. The motion under discussion has nothing to do with dacoities.

Mr. Lalchand Navalrai: In the case of the female compartments, no facilities for communications have been provided, and I would request the Honourable Member for Railways to go into that point.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member is not in order as regards that. He must confine himself to the actual demand.

Mr. Lalchand Navalrai: How can I understand the demand without the details?

Sir Abdul Halim Ghuznavi: The details are given there.

Mr. Lalchand Navalrai: I have already said that I do not want to cross my swords with the Honourable Member. What I am submitting is that some attention should be given to these repairs, and that is sufficient for my purpose.

Honourable Members: The question may now be put.

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

"That the question be now put."

The motion was adopted.

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

"That a supplementary sum not exceeding Rs. 19,00,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Working Expenses—Maintenance of Carriage and Wagon Stock'."

The motion was adopted.

DEMAND No. 6 D.—WORKING EXPENSES—MAINTENANCE AND WORKING OF FERRY STEAMERS AND HARBOURS.

Mr. B. M. Staig: Sir, I beg to move:

"That a supplementary sum not exceeding Rs. 1,02,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Working Expenses—Maintenance and Working of Ferry Steamers and Harbours'."

This is a small supplementary demand and the reasons for it are fully detailed in the foot-note. The largest item for an individual railway is Rs. 45,000 on the Eastern Bengal Railway. This relates to expenditure incurred in working the Teestamukh Ghat—Bahadurabad ferry. Sir, I move.

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

"That a supplementary sum not exceeding Rs. 1,02,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Working Expenses—Maintenance and Working of Ferry Steamers and Harbours'."

The motion was adopted.

DEMAND No. 6 E.—WORKING EXPENSES—EXPENSES OF TRAFFIC DEPARTMENT

Mr. B. M. Staig: Sir, I beg to move:

"That a supplementary sum not exceeding Rs. 3,98,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Working Expenses—Expenses of Traffic Department'."

Sir, in the papers circulated to the House, the supplementary demand under this head is shown as Rs. 7,65,000. In regard to this and the three demands that follow, I have received yesterday certain information which causes me to modify the demands approved by the Standing Finance Committee. Happily, in each case the modification is by way of reduction. The total reduction is about five lakhs. Under this demand, I require now only Rs. 8,98,000. This increase over the budget is mainly due to the increase in traffic that has occurred since the outbreak of war.

Sir Muhammad Yamin Khan: How have you split it up now?

Mr. B. M. Staig: You will find in the printed statement a sum of 5½ lakhs against the East Indian Railway. That sum should now be reduced to Rs. 1,58,000. The main individual item of increase occurs on the East Indian Railway, where a sum of 1½ lakhs is required mainly in connection with increased coal traffic at the docks. Sir, I move.

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

"That a supplementary sum not exceeding Rs. 3,98,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Working Expenses—Expenses of Traffic Department'."

The motion was adopted.

DEMAND NO. 6 F.—WORKING EXPENSES—EXPENSES OF GENERAL DEPARTMENTS.

Mr. B. M. Staig: Sir, I beg to move:

"That a supplementary sum not exceeding Rs. 2,23,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Working Expenses—Expenses of General Departments'."

Sir, as in the case of the Demand under the head 6-E, I desire to reduce the figure approved by the Standing Finance Committee and included in the printed papers presented to the House. The figure now required is Rs. 2,23,000 instead of Rs. 2,80,000. About one lakh of this supplementary demand is required in respect of amounts due from two railways to Provincial Governments for the cost of order police on railways. As Honourable Members are aware, we have become liable for the cost of such police since the 1st April, 1937. We budget for this on information made available to us by Provincial Governments and their revised estimates have exceeded the amounts anticipated when we framed our budget originally. Of the balance of the demand, the greater portion relates to expenditure on accident relief train medical equipment, to additional purchases of medical stores on the Eastern Bengal and the East Indian Railways, to extra nursing staff and other expenditure on the Eastern Bengal Railway in connection with the Majdia accident. Sir, I move.

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

"That a supplementary sum not exceeding Rs. 2,23,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Working Expenses—Expenses of General Departments'."

Dr. Sir Ziauddin Ahmad: Sir, may I just draw attention to one particular point. In the note on page 6, the explanation given under (b) is:

"increase in leave salary due to more officers proceeding on leave than was originally expected, increased contingent expenditure on account of rise in prices, and some additional expenditure on drugs."

Under this note, all the things are clubbed together. We do not know how much money is required under each head. I should like to know particularly why more leave salary was necessary. Did more officers go on leave on account of war conditions or were there other abnormal reasons?

Will you give us some idea as to the manner the demand is split up into various items and the amount under each item? I want to know particularly about leave salary. Why was it more?

Mr. B. M. Staig: I might first of all say that as regards the East Indian Railway, there was an increased provision under leave salary of Rs. 24,000. As Honourable Members are aware, before the financial year begins, it is a matter of considerable speculation what officers will go on leave. There is always a liability to modify the budget provision either up or down in the course of the year as leave arrangements become crystallized.

Dr. Sir Ziauddin Ahmad: I could appreciate if they went down on account of war conditions.

Mr. B. M. Staig: I think most of the leave would have been arranged for and entered upon (as my own leave was) during the period before the war.

The contingent charges which the Honourable Member alluded to account for Rs. 15,000. There is also an additional expenditure on drugs on the East Indian Railway of about Rs. 11,000.

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

"That a supplementary sum not exceeding Rs. 2,23,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Working Expenses—Expenses of General Departments'."

The motion was adopted.

DEMAND NO. 6 G.—WORKING EXPENSES—MISCELLANEOUS EXPENSES.

Mr. B. M. Staig: Sir, I beg to move.

"That a supplementary sum not exceeding Rs. 23,05,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Working Expenses—Miscellaneous Expenses'."

Sir, I desire to reduce the figure of Rs. 28,75,000 given in the printed papers and approved by the Standing Finance Committee to Rs. 23,05,000. The largest single item of this demand is about six lakhs for gratuities payable to staff under the rules, on retirement or to their dependants on their death. Actually, during the present year, the number of casualties or retirements has been considerably greater than anticipated. The next largest item is 4½ lakhs on the Eastern Bengal Railway for compensation payments arising out of the Majdia accident which occurred in April, 1939. Similar payments, but on a much smaller scale, have had to be made on the East Indian and the Great Indian Peninsula Railways. These total about two lakhs. Then there is a sum of slightly over 8½ lakhs being written back from capital to revenue in respect of the Kedla colliery. This was purchased in 1922 at a time when the price of coal in the market was very high. But in subsequent years and before this colliery was developed to the coal raising stage, it was found that it was more economical to buy in the market than to work this colliery and so further development was stopped. It has now been decided to endeavour to dispose of the colliery to the best advantage.

[Mr. B. M. Staig.]

The other important items under this demand are increases in freight charges on stores, about three lakhs in all on the Assam Bengal, Eastern Bengal and East Indian Railways. There is, of course, in respect of such charges, a corresponding credit in our traffic receipts. Payments totalling almost two lakhs in excess of the provision have to be made to the Indian Stores Department for fees in connection with purchase and inspection. This is from the pocket of the Railway Department into the pocket of the Indian Stores Department. Sir, I move.

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

"That a supplementary sum not exceeding Rs. 23,05,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Working Expenses—Miscellaneous Expenses'."

Dr. Sir Ziauddin Ahmad: Sir, there are just one or two points to which I should like to draw the attention of the Honourable Member. First I take up item (e). One of the reasons on account of which this additional demand is needed is given there as

"adjustment in regard to contribution to the Railway staff Benefit fund owing to variation of actuals from estimates in the basis of calculation."

I think, Sir, they have got a fixed rule that they pay one rupee per head and I do not see any reason why there should be any variation unless, an unusually large number of persons have been employed during the year which was not contemplated at the beginning. I think they pay only one rupee per head on the total strength of the staff and, therefore, there ought not to be any variation in this contribution to the railway fund for which a supplementary demand is necessary. The only justification there could be for a supplementary demand is that they employed larger number of persons not contemplated at the time when the demand was made for 1939-40.

The second point to which I should like to draw attention is with reference to part (d). That is about the increased freight charges on stores. My Honourable friend gave some reasons but he did not very clearly say whether this increase was necessary on account of the rise in the rates and fares or whether it was due to the fact that extra quantity of stores was purchased which were not contemplated in the original budget.

The next point is that in connection with this demand the Standing Finance Committee desired to be furnished with copies of the annual report of the Central Publicity Officer and also to see the posters and pamphlets issued by him. I wonder whether these copies could be supplied and copies of the reports also.

Mr. B. M. Staig: Yes.

Dr. Sir Ziauddin Ahmad: If so, I would request that such copies may also be made available to Members of the Legislature, because, after all, we would like to give our vote on any particular demand with conviction not merely on the authority that some persons have studied the whole thing for us. These are the points to which I should like to draw the attention of the Honourable Member and I expect he will enlighten us on these points.

Mr. Muhammad Nauman: Sir, I rise to support the motion. I am glad to hear from the Financial Commissioner that these copies were supplied and shown to us by the Publicity Department although I doubt whether that Department was doing as much work as they should have done. My remarks to this discussion should be treated only as suggestions and should have a suggestive value, and nothing else. I do not know whether I would be in order in discussing the crew-in-charge's allowances on the Eastern Bengal Railway but there is something about allowances here in connection with the Staff Benefit Fund on the East Indian Railway and this encourages me to introduce the Eastern Bengal Railway affair and may be considered in future in connection with the Eastern Bengal Railways crew-in-charges allowances.

The Honourable Sir Andrew Clow: Sir, I do not think this comes within this particular grant.

Mr. President (The Honourable Sir Abdur Rahim): If it is not covered by the grant the Honourable Member cannot refer to it.

Mr. Muhammad Nauman: Then I have nothing more to say and I support the motion.

Mr. B. M. Staig: Sir, I cannot give the details about the contributions to the Railway Staff Benefit Fund to which my Honourable friend, Sir Ziauddin, referred. The amount in issue there is only Rs. 20,000. As I explained to him, the excess charges in connection with freight were not due to any increase in the freight charges but due to the additional amount of stores carried.

Dr. Sir Ziauddin Ahmad: But is it not a fact that you deposit one rupee per head to the Staff Benefit Fund? Then why Rs. 20,000 extra? Did you appoint 20,000 extra men during the year?

Mr. J. H. F. Raper (Government of India: Nominated Official): Sir, the maximum amount that the railway will contribute to the Staff Benefit Fund is one rupee per head of staff employed. Then there are credits to that fund from fines and forfeited bonuses and the amount of these reduces the contribution of the railway. So if in one year the fines, etc., amount to Rs. 5,000 the contribution by the railway would be reduced by that amount in the next year. So the minimum amount in any year accruing to that fund is one rupee per head of staff.

Dr. Sir Ziauddin Ahmad: My friend is quoting the old rules of the Railway Board which have been changed. They are not crediting fines and they are not making deductions for fines, under the new rules.

Mr. J. H. F. Raper: Sir, that is not so. I regret to say that fines are still incurred by the staff, except by clerical staff who are immune from fining under the new rules.

Mr. President (The Honourable Sir Abdur Rahim): The question is: "That a supplementary sum not exceeding Rs. 23,06,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Working Expenses—Miscellaneous Expenses'."

The motion was adopted.

DEMAND No. 8 H—WORKING EXPENSES—EXPENSES OF ELECTRICAL DEPARTMENT.

Mr. B. M. Staig: Sir, I beg to move :

“That a supplementary sum not exceeding Rs. 8,49,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of ‘Working Expenses—Expenses of Electrical Department’.”

I desire to reduce the sum of Rs. 8,75,000 included in the printed papers and approved by the Standing Finance Committee to Rs. 8,49,000. Of the sum asked for under this head, the rise in prices accounts for almost Rs. 1 lakh. On the Bombay, Barods and Central India Railway in the previous year an experiment was initiated of fitting single batteries instead of double batteries in steam coaches with a view to economy. This change has been demonstrated to be unwise and it has been found necessary to restore the double batteries. This involves expenditure of over 1½ lakhs. On the Great Indian Peninsula Railway there has been a substantial increase in the additional engine miles run on the electrified branch service and this has involved increased consumption of energy (about one lakh) and more repairs than the budget allowed for to electrical coaches have proved necessary (two lakhs). On the Great Indian Peninsula and the East Indian Railways renewals and repairs to batteries require about 1·10 and on the latter railway repair to headlights and train lighting dynamos represent ½ lakh. There are other smaller items. Sir, I move.

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

“That a supplementary sum not exceeding Rs. 8,49,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of ‘Working Expenses—Expenses of Electrical Department’.”

Dr. Sir Ziauddin Ahmad: Sir, I want a little elucidation as regards item (c) of this particular demand, viz., “Restoration in steam coaches of double batteries in place of single batteries which were tried as an experiment and given up”. Was this single battery system recommended by an expert, and how much money was lost by this experiment?

Mr. B. M. Staig: I am afraid I am not an electrical engineer and cannot vouchsafe any information to the House on this matter. But I may say that the attempt to do with single batteries was made in the genuine interest of economy. The result having proved disappointing, double batteries had to be put in.

Dr. Sir Ziauddin Ahmad: I know the Honourable Member is not an engineer but we must have at least some kind of memorandum by experts. And we should like to know the amount of loss also.

Mr. B. M. Staig: The cost of restoring double batteries has been intimated to me as 1 lakh and 61 thousand.

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

“That a supplementary sum not exceeding Rs. 8,49,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of ‘Working Expenses—Expenses of Electrical Department’.”

The motion was adopted.

DEMAND No. 7—APPROPRIATION TO THE DEPRECIATION FUND.

Mr. B. M. Staig: Sir, I move :

"That a supplementary sum not exceeding Rs. 54,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Appropriation to the Depreciation Fund'."

The amount of appropriation to the Depreciation Fund is calculated at 1/60th of the capital at charge at the end of the previous year. When the budget for the current year (1939-40) was framed, it was estimated that the capital at charge at the end of 1938-39 would amount to 754.65 crores, and that the appropriation to the Depreciation Reserve Fund thereon would be 12.58 crores (in round figures). The actual capital at charge at the end of 1938-39 proved to be 755.12 crores and the amount of appropriation to Depreciation Fund is Rs. 12,58,54,000 or an increase of Rs. 54,000 over the estimated amount. Sir, I move.

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

"That a supplementary sum not exceeding Rs. 54,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Appropriation to the Depreciation Fund'."

Dr. Sir Ziauddin Ahmad: I will not discuss the principle of the Depreciation Fund on this motion. As the present rules stand, the Honourable Member is following them and I cannot raise any objection. But these rules are defective and I will raise a discussion on them on a future occasion.

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

"That a supplementary sum not exceeding Rs. 54,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Appropriation to the Depreciation Fund'."

The motion was adopted.

DEMAND No. 8—INTEREST CHARGES.

Mr. B. M. Staig: Sir, I move :

"That a supplementary sum not exceeding Rs. 1,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Interest Charges'."

The bulk of the expenditure under this head is non-voted, but a small amount required for management of debt (representing charges incurred in England in respect of railway debenture stock and India stock appropriated to specific railway expenditure) is voted. The expenditure under this head is Rs. 1,000 more than in the budget, owing to the conversion of the sterling amount at the average rate of 1*sh.* 5-15/16*d.* to the rupee against 1*sh.* 6*d.* adopted for the budget estimate. Sir, I move.

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

"That a supplementary sum not exceeding Rs. 1,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Interest Charges'."

Dr. Sir Ziauddin Ahmad: Sir, there is one important question on this. I presume the money is transmitted through the Reserve Bank. Does the Reserve Bank remit money belonging to the Government to England at the rate of 1*sh.* 6*d.* or at the current rate of exchange? I want to know how they do this; and in this connection I would like to point out that India has got sufficient credit in England at present, on account of the large purchases made from India in connection with the war, and I do not think it is right to pay this rate of exchange at the moment.

The Honourable Sir Andrew Clow: Sir, Sir Ziauddin Ahmad has really raised a question which does not concern my department: it is a question of general financial policy and I am afraid I must ask him to table a question addressed to the Finance Member.

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

"That a supplementary sum not exceeding Rs. 1,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Interest Charges'."

The motion was adopted.

DEMAND NO. 12—OPEN LINE WORKS.

Mr. B. M. Staig: Sir, I beg to move:

"That a supplementary sum not exceeding Rs. 29,50,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Open Line Works'."

I have nothing to add to the explanation given in the foot-note in this case. The demand arises because of the precautionary measure we took after the budget was framed, in the light of the grave deterioration in the international situation, to increase our stocks of such stores as are essential to the operation of our railways. Of the total estimated increase of 67 lakhs in the stores balances involved in this measure, we have been able to find 37½ lakhs by reappropriation, but for the balance we require the additional funds represented by this demand. Sir, I move.

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

"That a supplementary sum not exceeding Rs. 29,50,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of 'Open Line Works'."

Dr. Sir Ziauddin Ahmad: May I ask whether this amount is intended to be paid out of their own balance or from the general revenue?

Mr. B. M. Staig: Sir, it was explained a few days ago in this House by the Honourable Member that the Railway Department does not borrow by raising loans in the open market. All the funds which the Railway Department require are found by the Honourable the Finance Member and the arrangements for raising the money are left entirely in his hands.

Dr. Sir Ziauddin Ahmad: That is not my point. Will this amount be paid out of the general revenues of the railways or will he have to float a special loan for this purpose through the Finance Department and the burden of our loans will be increased by this amount and the interest charges will be raised?

Mr. B. M. Staig: So far as I am aware, no special loan is being raised for this purpose.

Dr. Sir Ziauddin Ahmad: It will be met from the general revenues?

Mr. B. M. Staig: Yes.

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

“That a supplementary sum not exceeding Rs. 29,50,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1940, in respect of ‘Open Line Works.’”

The motion was adopted.

The Assembly then adjourned till Eleven of the Clock on Wednesday, the 28th February, 1940.