

3rd February 1939

**THE**  
**LEGISLATIVE ASSEMBLY DEBATES**

**(Official Report)**

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**Volume I, 1939**

*(3rd February to 15th February, 1939)*

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**NINTH SESSION**  
**OF THE**  
**FIFTH LEGISLATIVE ASSEMBLY,**  
**1939**



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

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*Assistants of the Secretary :*

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

RAI BAHADUR D. DUTT (*Upto 31st March, 1939*).

KHAN SAHIB S. G. HASNAIN, B.A. (*From 10th April, 1939*).

*Marshal :*

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

*Committee on Petitions :*

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

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

SYED GHULAM BHIK NAIRANG, M.L.A.

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

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THE  
**LEGISLATIVE ASSEMBLY DEBATES.**

(OFFICIAL REPORT OF THE NINTH SESSION OF THE FIFTH  
LEGISLATIVE ASSEMBLY.)

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VOLUME I—1939.

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LEGISLATIVE ASSEMBLY.

*Friday, 3rd February, 1939.*

The Assembly met in the Assembly Chamber of the Council House in New Delhi, at Eleven of the Clock, being the First Day of the Ninth Session of the Fifth Legislative Assembly, pursuant to Section 63-D (2) of the Government of India Act, as set out in the Ninth Schedule to the Government of India Act, 1935, Mr. President (The Honourable Sir Abdur Rahim, K.C.S.I.) was in the Chair.

MEMBERS SWORN.

- Sir Syed Raza Ali, C.B.E., M.L.A. (Cities of the United Provinces: Muhammadan Urban);  
Shams-ul-Ulema Kamaluddin Ahmed, M.L.A. (Nominated Non-Official);  
Mr. L. C. Buss, M.L.A. (Nominated Non-Official);  
Mr. Gurunath Venkatesh Bewoor, C.I.E., M.L.A. (Director General, Posts and Telegraphs);  
Mr. Noel James Roughton, C.S.I., C.I.E., M.L.A. (Government of India: Nominated Official);  
Mr. Stanley Paul Chambers, M.L.A. (Government of India: Nominated Official); and  
Mr. Cecil James Wingate Lillie, M.L.A. (Government of India: Nominated Official).

STARRED QUESTIONS AND ANSWERS.

(a) ORAL ANSWERS.

LEVY OF A POLL-TAX ON FOREIGNERS IN FRENCH INDIA.

1. \*Mr. T. S. Avinashilingam Chettiar: Will the Secretary for External Affairs state:

- (a) whether the Government of French India have levied a poll-tax of ten rupees on all foreigners in French India including British Indians;

- (b) whether it affects mainly British Indians, because of the numerous number of British Indians in the French concessions;
- (c) how many Indians have been affected by this tax; and
- (d) whether Government have taken any action in the matter and, if so, what?

**Sir Aubrey Metcalfe:** (a), (b), (c), and (d). The Government of India understand that the Government of the French Settlements in India had proposed to levy a poll-tax upon all foreigners resident in those Settlements. The latest information is, however, to the effect that the imposition of this tax has been postponed.

**Mr. T. S. Avinashilingam Chettiar:** May I know whether, pending the postponement, the Government of India are addressing that Government pointing out that such a poll-tax is bound to work hardship on British Indians resident there?

**Sir Aubrey Metcalfe:** It would not be proper for me to explain exactly what action was taken, but I think I can say that the action which the Government of India did take contributed towards the result.

**Mr. S. Satyamurti:** May I know whether Government have any information as to the period for which the levy of this tax has been postponed?

**Sir Aubrey Metcalfe:** We obviously cannot have any information about that, because it depends upon the French Government.

**Mr. Lalchand Navalrai:** May I know if such a tax was ever levied before in the French territory?

**Sir Aubrey Metcalfe:** Not so far as I am aware.

**Mr. Lalchand Navalrai:** Will the Government of India be consulted again if this tax is proposed to be levied again?

**Sir Aubrey Metcalfe:** It is not usual for one Government to consult another Government regarding their legislation.

**Mr. T. S. Avinashilingam Chettiar:** May I know when Government expect to know the final decision in this matter?

**Sir Aubrey Metcalfe:** We obviously cannot expect to know anything, because it depends upon the French Government, and not upon the Government of India.

#### RAILWAY REVENUES.

2. **\*Mr. T. S. Avinashilingam Chettiar:** Will the Honourable Member for Railways state:

- (a) the latest figures for the receipt of Railway Revenues;
- (b) whether the fall in the Customs revenues has affected the Railway revenues, and if so, to what extent; and

(c) whether a deficit is expected for the year, and if so, what is the extent of the deficit expected?

**The Honourable Sir Thomas Stewart:** (a), (b) and (c). I shall be presenting to the House, in the near future, the revised estimates of railway revenue and expenditure for 1938-39, and I would request the Honourable Member to await my statement on that occasion.

**Mr. S. Satyamurti:** May I know whether the Honourable Member's attention has been drawn to a statement which has appeared this morning saying that the railway receipts are better to the extent of 3½ crores? May I know whether that statement was issued with the authority of the Railway Board or the Government?

**The Honourable Sir Thomas Stewart:** No, Sir. My attention has not been drawn to such a statement; but if it represented the truth, no one would be happier than myself.

**Seth Govind Das:** Is it a fact that there has been some increment in the railway revenues?

**The Honourable Sir Thomas Stewart:** I would request the Honourable Member to await my Budget Statement.

#### REPORT OF THE COMMITTEE ON XB ENGINES.

3. \***Mr. T. S. Avinashilingam Chettiar:** Will the Honourable the Railway Member state:

- (a) whether he has received the report of the committee appointed to go into the matter of the XB engines;
- (b) whether Government have considered the report; and
- (c) whether the report will be published?

**The Honourable Sir Thomas Stewart:** (a) No.

(b) Does not arise.

(c) I would refer the Honourable Member to the reply given to his question No. 1550 on the 29th November, 1938.

**Mr. T. S. Avinashilingam Chettiar:** May I know when they expect to receive the report?

**The Honourable Sir Thomas Stewart:** I can give no estimate of the time within which it will be received.

**Mr. T. S. Avinashilingam Chettiar:** May I know whether, pending the final report, the Committee have recommended any measures to be taken?

**The Honourable Sir Thomas Stewart:** No, Sir.

**Mr. Lalchand Navalrai:** May I know whether, pending this report or pending the inquiry, these XB engines have stopped working?



**The Honourable Sir Thomas Stewart:** I have said on several occasions on the floor of this House that XB engines are still working.

**Mr. Lalchand Navalrai:** In view of the fact that so many accidents are happening on the railway, may I know why they have not been stopped?

**Mr. K. Ahmed:** In view of the fact that there is a recrudescence of these accidents for some reason or other best known to the Honourable Member, so that the lives of the travelling public and of the Members of the Legislature coming here to attend meetings of the Legislature are not safe, do Government propose to seek to find out ways and means of bringing safety to the passenger public and thereby remove the grievances of the travelling public?

**Mr. President** (The Honourable Sir Abdur Rahim): This is too general a question. It may be discussed on a proper occasion.

**Mr. S. Satyamurti:** May I know what the reasons are for the delay in the submission of this report?

**The Honourable Sir Thomas Stewart:** The reasons are certainly not within my control. I cannot inform the Honourable Member.

**Mr. K. Ahmed:** Do Government propose to expedite the matter of this report as early as possible—because the lives of the people are not safe, while they are sitting tight without bringing out what the truth is? Will they find out whether the people who are called reactionaries are at the bottom of the thing, or is it the Government servants, who are dismissed, taking advantage of the situation?

**Mr. President** (The Honourable Sir Abdur Rahim): That is a small speech.

#### EXPULSION OF TWO INDIAN JOURNALISTS FROM FRANCE.

1. **\*Sardar Mangal Singh:** Will the Foreign Secretary please state:
- (a) whether it is a fact that Messrs. Kabadi and Gandhi, the Indian journalists, were expelled from France in December last;
  - (b) whether Government have made any representation to His Majesty's Government regarding this affair;
  - (c) whether His Majesty's Government took any action thereon and with what results; and
  - (d) whether the ban against the entry of these Indian journalists still exists, or whether it has since been removed?

**Sir Aubrey Metcalfe:** (a), (b), (c) and (d). The Government of India have no information. His Majesty's Government have been addressed in the matter and their reply is awaited.

**Sardar Mangal Singh:** When did the Government of India ask for the information?

**Sir Aubrey Metcalfe:** Immediately after that incident happened, and I regret to say that, so far, I have not received any information which we are at liberty to publish.

**Sardar Mangal Singh:** Have the Government of India not sent reminders?

**Sir Aubrey Metcalfe:** I have sent several telegrams and letters during the last few days, but I regret to say that no final reply has yet been received.

**Mr. M. S. Aney:** The Honourable Member has said that he has not received information which he is at liberty to publish. Does he mean that he has received some information, but he is not at liberty to publish?

**Sir Aubrey Metcalfe:** I have not said that I have received any information: I have said that I have received no information which I am at liberty to publish.

**Mr. M. S. Aney:** That is, the Honourable Member has received some information which he is not entitled to publish. Is that the meaning?

**Sir Aubrey Metcalfe:** That is an inference which the Honourable Member can draw if he wishes.

**Mr. Lalchand Navalrai:** How long ago was that?

**Sir Aubrey Metcalfe:** In December last.

**Mr. M. Thirumala Rao:** Did the Government of India take the action on their own initiative or at the instance of a Provincial Government?

**Sir Aubrey Metcalfe:** I took it partly on questions asked in this House.

**Maulana Zafar Ali Khan:** Do Government contemplate sending any reminders to the French Government?

**Sir Aubrey Metcalfe:** Certainly, through His Majesty's Government.

#### AYYALUR TRAIN DISASTER ON THE SOUTH INDIAN RAILWAY.

5. \***Mr. T. S. Avinashilingam Chettiar:** Will the Honourable the Railway Member state:

- (a) whether he has received the report of the enquiry committee appointed for the purpose of enquiring into the Ayyalur disaster on the South Indian Railway;
- (b) if so, what are their findings;
- (c) whether Government have considered the report and come to any conclusion in the matter; and

(d) whether compensation has been paid to the victims; if so, to how many, and what is the total amount of compensation paid?

**The Honourable Sir Thomas Stewart:** (a) I would refer the Honourable Member to the reply given to parts (a) and (b) of his starred question No. 1902 on the 7th December, 1938.

If the Honourable Member is referring to the magisterial enquiry by the District Magistrates of Trichinopoly and Madura, their report is, I understand, under the consideration of the Madras Government.

(b) In view of the reply to part (a) above, Government are not in a position to state the findings.

(c) Does not arise.

(d) No.

**Mr. T. S. Avinashilingam Chettiar:** May I know whether that answer was not that the report had not yet been submitted?

**The Honourable Sir Thomas Stewart:** No, Sir. The reply was :

"(a) and (b). No Committee was appointed to report on the accident. I would, however, refer the Honourable Member to the reply I gave to Shrimati Radha Bai Subbarayan's starred question No. 1359 on the 21st November, 1938.

(c) I would also refer the Honourable Member to the reply I gave to part (c) of Mr. Satyamurti's starred question No. 1209 on the 10th November 1938."

**Mr. T. S. Avinashilingam Chettiar:** In view of the fact that large numbers of people died in this accident and a larger number were injured, may I know what steps the Government of India have taken to inquire into the cause and the reason of this accident?

**The Honourable Sir Thomas Stewart:** Sir, the Government of India do not accept any responsibility for this accident.

**Mr. K. Santhanam:** May I know why Government have not circularized the Members of this Assembly the report of the Senior Government Inspector who inquired into this accident just as they have circularized the report on the Hazaribagh accident?

**The Honourable Sir Thomas Stewart:** I informed the Honourable Member himself in reply to one of his questions that in the normal course of events the report of the Government Inspector of Railways on that accident would be printed up and published.

**Prof. N. G. Ranga:** May I know why is it that the Government of India did not try to get a copy of the report submitted by the District Magistrate of Trichinopoly, or if Government have got that report, what action they have taken?

**The Honourable Sir Thomas Stewart:** The magisterial inquiry was instituted by the Government of Madras, and I think it would be wholly improper to endeavour to anticipate what might be the findings or the recommendations of the Government of Madras after due consideration of the report.

**Mr. T. S. Avinashlingam Chettiar:** May I know whether the question of compensation to the sufferers is still pending, or have they come to the final conclusion that no compensation would be payable?

**The Honourable Sir Thomas Stewart:** I have already informed the House that, from the report submitted by the Senior Government Inspector, it would appear that no responsibility for damage lies on the Government of India.

**Mr. T. S. Avinashlingam Chettiar:** Have the Government of India received any complaints or claims for compensation?

**The Honourable Sir Thomas Stewart:** I would require notice of that.

**Prof. N. G. Ranga:** Have the Government of India ascertained from the Government of Madras what conclusions it has arrived at on the report that was submitted?

**The Honourable Sir Thomas Stewart:** I have stated that my understanding is that the Government of Madras are still considering the report of their magisterial officers.

**Mr. K. Santhanam:** Have the Government of India come to the final conclusion that they would not appoint a public inquiry into this accident?

**The Honourable Sir Thomas Stewart:** So far as the evidence before us indicates, we can see at present no reason for a public inquiry.

**M. K. Santhanam:** May I know if the Government of India have decided that they would not accept the recommendation of the Central Advisory Committee for Railways that in every such case there should be a public inquiry?

**The Honourable Sir Thomas Stewart:** I should require notice of that.

**Mr. Lalchand Navalrai:** With reference to the answer to part (d), may I know whether the terms of reference to the magisterial officer contained the terms of reference with regard to the compensation also?

**The Honourable Sir Thomas Stewart:** Sir, I am not responsible for the issue of the terms of reference to the magisterial officer.

**Mr. S. Satyamurti:** Can the Honourable Member give some indication to the House as to the reasons on which they have come to the conclusion that no different inquiry is called for?

**The Honourable Sir Thomas Stewart:** I have already announced on the floor of the House the substance of the report of the Senior Government Inspector.

**EXPULSION OF AN INDIAN STUDENT FROM FRANCE.**

6. \***Mr. Abdul Qaiyum:** Will the Foreign Secretary please state:

- (a) whether Imtiaz Ali Khan of Karnal, a student of the Ecole Hautes Etudés Internationales was summarily expelled from France;
- (b) the reason for such expulsion; and
- (c) the steps taken by the Government of India, direct or through the British Foreign Office, to have the said order annulled; and, if any steps were taken, with what effect?

**Sir Aubrey Metcalfe:** (a) to (c). The Government of India have no information. Enquiries have been made from His Majesty's Government concerning the matter and their reply is awaited.

**Mr. Abdul Qaiyum:** Have the Government of India not come across the news published in various newspapers about the expulsion of this student?

**Sir Aubrey Metcalfe:** Certainly; but I dare say the Honourable Member himself has also come across that. I am asked for official information which I have not got.

**Mr. Abdul Qaiyum:** Is it or is it not a fact that this particular gentleman has been expelled? An enquiry is a subsequent thing. But do the Government of India admit the fact of his expulsion?

**Sir Aubrey Metcalfe:** The Government of India have no official information on the matter at all.

**Mr. Abdul Qaiyum:** What is the method whereby the Government of India usually come to know about the treatment meted out to Indians in various parts of the world? What is the agency whereby the Government of India get this information?

**Sir Aubrey Metcalfe:** We make inquiries from His Majesty's Government and until we receive that information, we have no official information to place before the House.

**Mr. M. S. Aney:** Who takes the initiative in this matter,—the Government of India or His Majesty's Government?

**Sir Aubrey Metcalfe:** The Government of India obviously.

**Mr. M. S. Aney:** May I ask whether the Government of India have taken the initiative in this matter to get the information with regard to the expulsion of this particular student?

**Sir Aubrey Metcalfe:** Certainly.

**Mr. Abdul Qaiyum:** Is it not a fact that the British Consular authorities have instructions to inform the Government of India when such occasions arise?

**Sir Aubrey Metcalfe:** No, not direct. The inquiries are made in the case of French incidents of this kind through the Foreign Office from the Consular or Diplomatic authorities concerned.

**Mr. Abdul Qaiyum:** Will the Government of India request the Foreign Office that in future British Consular representatives or the representatives of the Foreign Office should immediately inform the Government of India when such an occasion arises?

**Sir Aubrey Metcalfe:** I hardly think that could be done, because the importance of the incident would vary very much in different cases.

**Maulana Zafar Ali Khan:** How is it that only Indians are expelled from France, and no Englishman?

**Sir Aubrey Metcalfe:** The answer to that is not within the knowledge of the Government of India.

**Maulana Zafar Ali Khan:** The Government of India must possess knowledge of such facts.

**Mr. President** (The Honourable Sir Abdur Rahim): That may be the Honourable Member's opinion.

**Dr. Sir Ziauddin Ahmad:** Is it not a fact that the High Commissioner for India has got a special Department to look after the welfare of the Indian students and did that Department make any inquiry in this particular matter?

**Sir Aubrey Metcalfe:** As far as I know, the High Commissioner in London is not concerned with Indians abroad.

#### INVESTIGATION REGARDING THE EFFECT OF DRAINAGE OF CERTAIN PLACES IN ASSAM AND BENGAL

**7. \*Mr. Brojendra Narayan Chaudhury:** Will the Honourable the Railway Member please state whether any investigation has been made, or, is proposed to be made, regarding the effect on drainage of the low lying country comprising of parts of Mymensingh, Sylhet and Tripura districts lying up the George Bridge over the river Meghna at Bairale and as to the extent the bridge is responsible for the accumulation of water in that part of the country, even late in the month of November and early December, never experienced before? If so, what are the results of the investigation?

**The Honourable Sir Thomas Stewart:** No investigation has been made since the bridge was constructed, but before this the whole question of the waterway necessary was considered by the Provincial Government who accepted the Railway proposal. No further investigation by the Government of India is contemplated.

**Mr. Brojendra Narayan Chaudhury:** In view of the water-logging in the very first year after the opening of the bridge, do not the Government of India think it necessary that an investigation should be made? Would the Government of India be satisfied with the past estimates as against actual facts?

**The Honourable Sir Thomas Stewart:** I do not think it is necessary to order an inquiry in respect of one isolated phenomenon.

**Mr. Brojendra Narayan Chaudhury:** Will the Honourable Member take it from me as a fact that there was water-logging as is mentioned in the question and it is generally believed that it was due to the construction of the bridge? That being the case, are the Government of India going to investigate into the actual facts and not be satisfied with past year's estimates only?

**The Honourable Sir Thomas Stewart:** I am prepared to take it from the Honourable Member that there is a mistaken belief in regard to this bridge.

#### SALE OF ENVELOPES, ETC., AND REDUCTION IN THE PRICE OF POSTCARD.

**8. \*Mr. Brojendra Narayan Chaudhury:** Will the Honourable Member for Communications please state:

- (a) the years in which the minimum stamp for postal envelope was above one-anna, and the total sales of stamps and stamped envelopes in each of these years of the minimum requisition value;
- (b) the yearly sales of one anna envelopes and stamps since the minimum has been reduced to one anna; also of one and quarter anna stamps in these years; and
- (c) whether Government have considered the effect on finances of roping in more customers by extension of rural post offices combined with reduction of the price of post-card to half anna?

**The Honourable Sir Thomas Stewart:** (a) and (b). The initial postage rate for letters was above one anna during the period 15th December, 1931, to 31st March, 1934. The information asked for in the latter part of part (a) and in part (b) is not available.

(c) Yes.

**Mr. Lalchand Navalrai:** May I take it from the answer to part (c) of the question that there is a proposal for the reduction of the price of the postcard?

**The Honourable Sir Thomas Stewart:** Perhaps the Honourable Member is better informed about that than myself.

**Mr. Brojendra Narayan Chaudhury:** Have Government ever studied the financial aspect of having one rate for post offices in urban areas and another rate for post offices in rural areas?

**The Honourable Sir Thomas Stewart:** I believe the Honourable Member has put on the notice paper a question to that effect which will be answered in due course, otherwise I should have to ask for notice.

## PURCHASE OF A HAWAI SLAVE BY THE NAGAS.

9. \*Mr. Brojendra Narayan Chaudhury: Will the Foreign Secretary please state:

- (a) whether the information sent on the 13th December, 1938, from Margherita (Assam) to the Calcutta press and published in the *Hindusthan Standard* of the 15th December, 1938, that in the district of Chindwin in the Maimong Hills, the Nagas purchased a Hawai slave for Rs. 600 and made a sacrifice of him, is correct;
- (b) whether he can give further details of the affair; and
- (c) whether any investigation has been made and steps taken to punish the murderers?

**Sir Aubrey Metcalfe:** The Government of India have no information. Enquiries have been made from the Assam Government and their reply is awaited.

## PERSONS KILLED BY RUNNING TRAINS IN SYLHET DISTRICT.

10. \*Mr. Brojendra Narayan Chaudhury: Will the Honourable Member for Railways please state:

- (a) whether any report from the Assam-Bengal Railway authorities has been received by the Railway Board regarding the death of a person through being run over by a train one mile north of Moglabazar station on the 17th December, 1938, at about 10 A.M.;
- (b) whether the report, when received, will be placed on the table; and
- (c) the number of persons killed by running trains in Syllhet district since 1st April last?

**The Honourable Sir Thomas Stewart:** (a) and (b). No. Separate reports on such accidents are not submitted to the Railway Board. They are included in the annual list submitted by Railways.

(c) The information has been called for and will be laid on the table of the House when received.

## PROPOSED RESTRICTIONS ON BRITISH INDIANS IN FRENCH SETTLEMENTS IN INDIA.

11. \*Mr. Brojendra Narayan Chaudhury: Will the Foreign Secretary please state:

- (a) whether he is in communication with the appropriate foreign Government regarding restrictions proposed to be put on the movements and residence of British Indian subjects in French (Foreign) Settlements in India;
- (b) what restrictions and taxes on British Indians have been proposed;
- (c) the result of the communication, if any; and



- (d) whether Government have considered the advantages of starting negotiation for buying up, or for exchanging of, tiny foreign possessions surrounded by British Indian territories, such as, French Chandarnagar?

**Sir Aubrey Metcalfe:** (a), (b) and (c). The Government of India understand that the Government of the French Settlements in India had proposed to bring into force regulations imposing certain restrictions and taxes upon all foreigners resident in those Settlements. The latest information is, however, to the effect that the imposition of these regulations has been postponed.

- (d) Government have considered the problem from every aspect.

**Mr. Brojendra Narayan Chaudhury:** Are the Government of India assured that the proposal will not be revived and executed before they have time to intercede in view of the fact that the matter has been postponed and not abandoned.

**Sir Aubrey Metcalfe:** Obviously the Government of India had no assurance as to what the French Government were likely to do.

**Mr. K. Santhanam:** Is the principle of peaceful alteration of frontiers confined to Europe only, or can it be applied to India also?

**Sir Aubrey Metcalfe:** I am afraid, I do not understand what information the Honourable Member is asking for.

**Mr. K. Santhanam:** The point is that the French Settlements and other settlements should be taken over by British India by peaceful negotiations. Have the Government of India considered the feasibility of absorbing all these foreign settlements into British India?

**Mr. President** (The Honourable Sir Abdur Rahim): That is a very different question.

**Mr. Manu Subedar:** May I ask whether Government have any information as to the policy of the French Government, whether they are putting these taxes only in their possessions in India or whether they are putting these taxes uniformly in all their possessions elsewhere in the world also?

**Sir Aubrey Metcalfe:** I believe that the tax is imposed throughout all French territories, but I should like to have notice if the Honourable Member wishes to have the detailed information of this sort.

**Mr. T. S. Avinashilingam Chettiar:** May I ask whether this tax is postponed for any specified period or whether it is for an indefinite period of time?

**Sir Aubrey Metcalfe:** So far as I know, it is indefinite. We have received no intimation of any particular period.

**RESTRICTIONS ON THE ENTRY OF INDIANS IN NEPAL TERRITORY AND RECRUITMENT OF GURKHAS IN THE INDIAN ARMY.**

**12. \*Mr. Akhil Chandra Datta:** (a) Will the Foreign Secretary please state whether there are any restrictions imposed by the Nepal Government on the entry of Indians in Nepal territory?

(b) Do the Indian Government pay ten lakhs annually to Nepal for the privilege of having Gurkhas recruited in the Indian Army?

(c) Have Government considered the suggestion made in this House for saving this money by recruiting Indians in place of Gurkhas? If so, what has been the decision? If not, why not?

(d) Have Government considered whether there is not equally good military material available in India?

(e) What are the different approved classes from which recruitment is made?

(f) What are the main principles and criterions on which that classification is based?

(g) When was the list of approved classes first prepared? Has any addition or subtraction been made in that list since then? If so, when and why?

**Sir Aubrey Metcalfe:** (a) As far as the Government of India are aware, Indians can cross the frontier into Nepal without restriction. All persons—Indians, Nepalese, or others—arriving in Nepal by the route from India are, however, required to obtain Nepalese passports if they desire to enter the hills of Nepal.

(b) No. An annual payment of Rs. 10 lakhs is made by the Government of India to the Nepal Government in recognition of services rendered by the Nepal Government during the Great War.

(c) Does not arise.

(d) to (g). These questions should have been addressed to the Defence Secretary.

**Mr. Abdul Qaiyum:** With reference to part (d) of the question, may I know whether the Government of India have asked His Majesty's Government to defray these 10 lakhs from the British Exchequer for services rendered in the war, instead of making it a burden on the Indian revenues?

**Sir Aubrey Metcalfe:** No such request has been made so far as I remember.

**Mr. Abdul Qaiyum:** May I ask whether the people of India were consulted before they were saddled with these 10 lakhs annually?

**Sir Aubrey Metcalfe:** It is difficult to understand exactly what the Honourable Member means by 'the people of India'.

**Mr. Abdul Qaiyum:** Was the Central Assembly consulted?

**Sir Aubrey Metcalfe:** I do not think the Central Assembly was in existence at the time when the payment was arranged.

**Mr. Abdul Qaiyum:** Is this payment going to be for an indefinite period, or is there any clause by which it can be terminated?

**Sir Aubrey Metcalfe:** There is no such clause. The offer was made and accepted.

**Mr. Mohan Lai Saksema:** May I know if the Nepalese are required to obtain passports before they can enter into British India?

**Sir Aubrey Metcalfe:** I want notice.

**Mr. M. S. Aney:** Was the Indian Legislature, as it then existed, consulted about this matter?

**Sir Aubrey Metcalfe:** I want notice.

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13. **\*Mr. Akhil Chandra Datta:** As regards question No. 13, I have already got the information in reply to Mr. Chettiar's question, and so I do not put question No. 13.

#### TRAGIC ACCIDENT IN VIZAGAPATAM HARBOUR.

†14. **\*Mr. K. S. Gupta:** (a) Is the Honourable Member for Communications aware that six lives were lost in the tragic accident which occurred in Vizagapatam Harbour?

(b) How was the accident caused?

(c) Is it a fact that the entrance channel is often crossed by people in small boats? If so, is it necessary that they should obtain the permission of the authorities to do so? If not, why not?

(d) Do the tugs haul at the place where the channel is generally crossed by the small boats?

(e) Is it not necessary for the tugs to give a warning to the crossing boats to keep the way clear for their passage? If not, why not?

(f) Has there been any enquiry made by the Harbour authorities about the tragedy? If so, what is the result of the enquiry?

(g) Is there any report of the enquiry? If so, is the Honourable Member prepared to call for it and place it on the table?

**The Honourable Sir Thomas Stewart:** (a) Yes.

(b), (f) and (g). A copy of the report submitted by the Harbour Authorities is laid on the table.

(c) No, Sir, not at this point; workmen, however, cross in boats from time to time under definite instructions from Harbour authorities.

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†Answer to this question laid on the table, the questioner being absent.

- (d) Tugs pass to all parts of the harbour from time to time.  
 (e) Yes. They give the warning by sounding their steam whistles.

*Report submitted by the Vizagapatam Harbour Authorities on the accident which occurred in the harbour on the 19th November, 1938.*

I regret to report that an accident occurred in the Harbour on the 19th November, 1938, which resulted in the loss of six lives, all the deceased being employees of the Harbour. The case has been reported to the Commissioner for Workmen's Compensation, Madras, and to the Vizagapatam Police, who conducted the police enquiry usual in cases of death. An official enquiry was held on the same day by the Harbour Master: the Superintendent of Machinery and the Executive Engineer were the other members of the board of enquiry. The evidence of 5 witnesses was recorded, and in the light of the evidence, there is no dispute as to the facts of the case.

2. The facts are as follows:

The steam ferry "Tepparevu" having crossed from the west to the east side of the Harbour, was detained on the east side to allow a steamer to leave the Harbour. The steamer duly left. A number of workmen employed by the Harbour had missed the ferry when she crossed from west to east; and in view of the fact that they would have to wait for the return trip and would be late for their work, they persuaded the two khallasies in charge of a small Harbour boat to take them across after the passage of the steamer. The statement of the surviving khallasi in his evidence is that 14 men boarded the boat without their consent. They then proceeded to ferry the men across the Harbour in the boat, the steering of the boat being in charge of the khallasi who was killed in the accident. While doing so, they saw the tug "Sir Guthrie Russell" crossing the harbour from a different point. The master of the tug blew his whistle as a signal for their boat to stop, and the boat was stopped. It is clear that this actually happened, both from the evidence of the tug master, tug crew and from the statement of the surviving khallasi. There is no conflict at all in the evidence on this point. The tug proceeded alongside a barge at a jetty and manoeuvred to lie exactly alongside the barge. While the tug was still engaged in straightening herself and checking her way by using her propellers spasmodically, the khallasi steering the boat proceeded to cross close to her stern, and in doing so, was drawn still closer by the wash of the tug's propellers. Some of the men got into a panic and jumped out of the boat, and it was among this number that the casualties occurred through being struck by the propeller of the tug. Those who remained in the boat suffered no injury, although the boat itself was drawn in so close to the tug by the wash that the boat's bottom was struck by one propeller. Both the khallasies acted contrary to orders in taking their boat to the west side of the Harbour. They did this over-night for their own convenience and left the boat on the west side throughout the night. It was, therefore, entirely on their own account that they were crossing from the west to east side on the morning of the accident; and it appears to be likely that they actually offered a lift across to their fellow-workmen, although the survivor states that they compelled them to take them. It is equally clear that the khallasi steering the boat passed too close to the stern of the tug, thereby committing an error of judgment, which converted a relatively minor breach of regulations into a serious disaster. He has paid for his error with his life. There remained for consideration the guilt of the surviving khallasi, and when considering his case, it was necessary to remember that he was neither steering nor rowing the boat, when the accident occurred. He did not, therefore, contribute directly to the accident. He contributed to the first causes which made the events leading up to the accident possible; because he participated in the breach of regulations by means of which the boat spent the night on the wrong side of the Harbour and was used the following morning for transporting workmen, who ought to have used the regulation steam ferry. A further material fact was taken into consideration when considering his case, namely, that one of the victims of the accident was the man's brother. In view of these circumstances, and in view of the fact that the man's services are, in any case, being dispensed with on the 31st January, 1939 it was considered sufficient to take the man off marine duties, and to put him on to shore work for the short remainder of his service.

**RECRUITMENT OF ORIYAS IN THE POSTAL DEPARTMENT IN ORISSA.**

†15. \***Seth Govind Das**: With reference to my starred question No. 1612 of the 29th November, 1938, will the Honourable Member for Communications please state :

- (a) whether he will make enquiries and find out whether it is a fact that people from other Provinces have been recruited for service in the Postal Department in Orissa;
- (b) whether he will satisfy himself that a genuine grievance exists on account of the breach of recruiting rules and because of people from outside the Province, not knowing the local languages, having been recruited to the detriment of the people and domiciles of the Province;
- (c) if the answer to part (b) be in the affirmative, whether he will cause the outsiders to be sent to their respective Provinces to be absorbed in the Department and the candidates of the Province to be provided in their places; and
- (d) if not, why not?

**The Honourable Sir Thomas Stewart**: (a) and (b). Government have no reason to believe that the orders regarding recruitment to the subordinate services in the Posts and Telegraphs Department on a local area basis have not been duly observed and they see no reason to make any enquiries of the kind suggested by the Honourable Member. I would point out that in regard to recruitment to Circle and all-India cadres no preference is given to provincial claims.

(c) and (d). I am prepared to look into individual instances of a breach of the rules if they are brought to my notice, but I am not prepared to take the action suggested.

**EMPLOYMENT OF PASSED CANDIDATES AS POSTAL CLERKS IN BIHAR AND ORISSA.**

†16. \***Seth Govind Das**: With reference to my starred question No. 1611 of the 29th November, 1938, will the Honourable Member for Communications please state :

- (a) whether he will give the names of the sixteen candidates who passed the examination held at Ranchi in February, 1937, and were approved by the Postmaster General and who have been permanently appointed;
- (b) the number of candidates that have passed the examinations; and the number of those who have been approved; and
- (c) whether there were any who passed the examination and were not approved for permanent service; if so, how many of them were appointed, and what are their names?

**The Honourable Sir Thomas Stewart**: (a) I lay on the table a list of the sixteen names.

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†Answer to this question laid on the table, the questioner being absent.

(b) 38 candidates passed the examination, of whom 21 were approved for appointment against vacancies which were likely to occur before the date of announcement of the first competitive examination to be held under the new rules for recruitment.

(c) The reply to the first part of the question is in the affirmative. As regards the second part, seven of them were employed on a purely temporary basis, and a list of their names is laid on the table.

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*List referred to in reply to part (a).*

1. Lalit Prasad Misra.
2. James Pathaik.
3. Tarashankar Ghosh.
4. Madan Mohan Nandi.
5. Md. Ghyasuddin.
6. Shaikh Serajuddin.
7. Prabhu Sahay Kandir.
8. Susil Kumar Sarkar.
9. Mohammad Nowman Mallick.
10. Bibhuti Bhusan Das
11. Rudra Narain Das.
12. Jagat Kishore Lal.
13. Baidyanath Mukherjee.
14. Amulya Chandra Raha.
15. Benedict Tigga.
16. Md. Mohin.

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*List referred to in the reply to part (c).*

1. Shanti Ram Chakravarty.
2. Joseph Benedict Kujur.
3. Ramsatya Mukherjee.
4. Kalidas Mukherjee.
5. Bimal Chandra Chatterjee.
6. Gauri Shankar Ghosh.
7. Bimal Krishna De.

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**EMPLOYMENT OF PASSED CANDIDATES AS POSTAL CLERKS IN BIHAR AND ORISSA.**

†17. \*Seth Govind Das: With reference to my starred question No. 1611 of the 29th November, 1938, will the Honourable Member for Communications please state:

- (a) whether he is aware that the clerks referred to in my question No. 728 of the 5th September, 1938, have not been absorbed in permanent services but were discharged from service from the 1st December, 1938;
- (b) whether he is aware that the discharged clerks had put in nearly one year's service each and were efficient in the discharge of their duties;
- (c) whether he has made enquiries to find out whether their services during that period were satisfactory and they proved suitable for the service for which they were entertained; and

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†Answer to this question laid on the table, the questioner being absent.

- (d) whether he has considered the hardship the discharged clerks are put to, and that their future services are being marred on account of some of them being age-barred on account of the period of their service in the Postal Department?

**The Honourable Sir Thomas Stewart:** (a) The fact is substantially as stated.

(b) The reply to the first part is in the affirmative. As regards the second part, I have no information.

(c) No enquiries of the nature mentioned by the Honourable Member have been made but under the existing rules of recruitment, these candidates are ineligible for permanent appointment unless and until they qualify under those rules.

(d) Government must disclaim any responsibility for hardship since the candidates were employed on a purely temporary basis and were so warned at the time of employment.

#### TRADE NEGOTIATIONS WITH THE AFGHAN MINISTER.

**18. \*Mr. T. S. Avinashilingam Chettiar:** Will the Secretary for External Affairs state:

- (a) the result of the trade negotiations with the Afghan Minister who had recently been invited to Delhi;
- (b) what the subjects of discussion were; and
- (c) whether it is true that the negotiations have broken down?

**Sir Aubrey Metcalfe:** (a) and (b). The discussions with the Afghan Trade Delegation related to trade and economic questions, and were purely of an exploratory nature. The provisional conclusions reached have still to be considered and approved by the two Governments.

(c) No, since no formal negotiations have been initiated.

**Prof. N. G. Ranga:** When are they expected to begin their conversations again?

**Sir Aubrey Metcalfe:** I cannot prophesy about that. I hope fairly shortly.

**Mr. T. S. Avinashilingam Chettiar:** May I know what is the object of the discussion?

**Sir Aubrey Metcalfe:** I will read again the answer to parts (a) and (b):

"The discussions with the Afghan Trade Delegation related to trade and economic questions, and were purely of an exploratory nature. The provisional conclusions reached have still to be considered and approved by the two Governments."

**Mr. T. S. Avinashilingam Chettiar:** If the discussions were on trade and economic questions, how does it happen that these negotiations are conducted through the Foreign and Political Department and not through the Commerce Department?

**Sir Aubrey Metcalfe:** Representatives of the Commerce Department were present throughout the discussion.

**Mr. T. S. Avinashilingam Chettiar:** Apart from trade and economic questions, were any other questions under discussion?

**Sir Aubrey Metcalfe:** I am not in a position to add anything to the information which I have given in reply to the Honourable Member's question.

**Prof. N. G. Ranga:** For how much longer this *status quo* will continue?

**Sir Aubrey Metcalfe:** I am not sure exactly what the Honourable Member means by the *status quo*.

**Prof. N. G. Ranga:** In regard to economic and commercial conditions as between Afghanistan and India?

**Sir Aubrey Metcalfe:** What is the information exactly required by the Honourable Member?

**Prof. N. G. Ranga:** Are there any trade agreements between Afghanistan and India, and, if so, for how long they will run?

**Sir Aubrey Metcalfe:** There is no trade agreement between Afghanistan and India.

**Mr. S. Satyamurti:** In view of the keen interest felt by Indian traders and businessmen with regard to their position in Afghanistan, will the Government of India take steps, so far as they are concerned, to expedite the conclusion of a trade agreement between India and Afghanistan?

**Sir Aubrey Metcalfe:** There is possibly some confusion about the meaning of trade agreement. As I understand it what the Indian public are mainly interested in is facilities for commerce and trade in Afghanistan. Those will not necessarily be provided for in a trade agreement.

**Mr. S. Satyamurti:** Are any steps being taken—I quite accept the Honourable Member's statement that the keen interest felt by Indian traders is about their status and their position in Afghanistan as Indian traders—may I know if any steps are being taken to ensure proper protection for them by means of suitable trade or other agreements?

**Sir Aubrey Metcalfe:** We hope, without having any formal trade agreement, to get some of the disabilities and inconveniences under which Indian traders suffer removed or at any rate mitigated.

#### REDUCTION IN FIRST CLASS ACCOMMODATION ON RAILWAYS.

19. **\*Mr. K. Santhanam:** (a) Will the Honourable Member for Railways please state the reduction in first class accommodation in each of the Class I Railways as a result of the Wedgwood Committee's recommendations?

(b) In how many branch lines in each such Railway has such accommodation been entirely stopped?



(c) In how many main line trains in each such Railway has such accommodation been stopped?

**The Honourable Sir Thomas Stewart:** (a) and (c). Detailed information is not available for each of the class I Railways and I shall endeavour to obtain it for the Honourable Member.

(b) The information has been called for in connection with Mr. T. S. A. Chettiar's starred question No. 2044 of 12th December, 1938, and a statement will be placed on the table of the House.

#### SETTING UP OF A STATUTORY RAILWAY AUTHORITY.

**20. \*Mr. K. Santhanam:** Will the Honourable Member for Railways please state:

- (a) whether any date has been decided upon for the setting up of Statutory Railway Authority;
- (b) what arrangements, if any, have been made for the purpose;
- (c) whether the location of its central office has been decided upon; and
- (d) whether, before coming to a final decision on the above matters, Government intend to consult this Assembly?

**The Honourable Sir Thomas Stewart:** (a) No.

(b) None.

(c) I would refer the Honourable Member to the reply given to part (c) of Mr. Satyamurti's starred question No. 125 asked in this House on the 26th August, 1937.

(d) I would refer the Honourable Member to the reply given to part (c) of Mr. Satyamurti's starred question No. 638 asked in this House on the 31st August, 1938.

**Mr. K. Santhanam:** May I know whether there have been any recent negotiations for any quarters for this office in Calcutta?

**The Honourable Sir Thomas Stewart:** I have heard of no such negotiations.

**Mr. S. Satyamurti:** With reference to part (a), may I know whether as at present advised Government do not intend to set up the Federal Railway Authority till Federation comes into existence, if it does come?

**The Honourable Sir Thomas Stewart:** I am unwilling to give the Honourable Member any wrong impression in that regard.

**Mr. T. S. Avinashilingam Chettiar:** May I know whether Government have not taken any action in this matter of either acquiring premises or selecting officers or staff for the Federal Railway Authority?

**The Honourable Sir Thomas Stewart:** My answers to parts (a) and (b) of the question were quite categorical.

## POSTS OF THE SUPERVISORY STAFF FOR RAILWAYS.

21. \*Mr. K. Santhanam: Will the Honourable Member for Railways please state:

- (a) whether the posts of the supervisory staff for Railways referred to in starred question No. 2043, asked on the 12th December, 1938, have been filled;
- (b) how many of the staff selected are Indians and how many non-Indians;
- (c) what are their respective salaries and the terms on which they have been recruited; and
- (d) how many are still to be recruited, and when it is expected that all the posts will be filled up?

**The Honourable Sir Thomas Stewart:** (a) No.

(b) to (d). Do not arise.

## ELECTRIFICATION OF RAILWAY STATIONS.

22. \*Mr. K. Santhanam: Will the Honourable Member for Railways please state:

- (a) whether the Railway Board has laid down any policy for electrification of railway stations;
- (b) whether he is aware that many stations in the South Indian Railway are lit by kerosene lamps, even when cheap *pykara* electricity is available at the place; and
- (c) whether steps are proposed to be taken to see that wherever possible stations are lit by electricity?

**The Honourable Sir Thomas Stewart:** (a) No.

(b) I am aware that there are many stations both on the South Indian and other railways which are lit with oil lamps. Railways are, nevertheless, alive to the advantages of electric lighting, and its more extended use is purely a matter of cost. It is a matter that is being pursued where circumstances justify it.

(c) This is a matter that can safely be left in the hands of Railways since it is their policy and in their own interest to improve the amenities of travel.

**Mr. K. Santhanam:** May I know whether the Railway Board is asking the railway administrations to estimate the cost of electrifying the premises of each railway station and find out whether it would be cheaper or costlier than the present system of oil lamps?

**The Honourable Sir Thomas Stewart:** It is my understanding that the railway administrations, in deciding whether or not to electrify the premises of a railway station, will take into consideration the cost of so doing.

**Mr. K. Santhanam:** May I know whether some railway administrations are not electrifying the premises though it would be cheaper because of vested interests of oil contractors?

**The Honourable Sir Thomas Stewart:** I am not aware of the existence of the vested interests to which the Honourable Member refers.

**CONVICTION OF MR. S. W. RALPH, DEPUTY CONTROLLER, EAST INDIAN RAILWAY.**

**23. \*Mr. Badri Dutt Pande:** Will the Honourable Member for Railways be pleased to state:

- (a) if Mr. C. W. Ralph, Deputy Controller, East Indian Railway, has been found guilty of negligence of duties as a sequel to the Bihta train disaster, by the Sub-Divisional Officer, Dinapore, and sentenced to a fine of Rs. 500 or, in default, to suffer one month's rigorous imprisonment;
- (b) if Mr. Ralph is still a railway employee, or if he has been dismissed from service;
- (c) how many years service he had had in the Railway; and
- (d) if his post is pensionable?

**The Honourable Sir Thomas Stewart:** (a) Yes: (I may mention the initials, however, should be S. W. and not C. W.)

- (b) He is still in service under suspension.
- (c) Nearly 24 years.
- (d) Non-pensionable.

**Mr. Lalchand Navalrai:** May I know if it is a fact that the Government or the Railway Administration have applied for enhancement of sentence in this case?

**The Honourable Sir Thomas Stewart:** I am not so aware.

**Mr. Badri Dutt Pande:** Has any action been taken against any other subordinate officials in connection with the Bihta train disaster?

**The Honourable Sir Thomas Stewart:** Surely this particular case is an instance in point.

**INSTALLATION OF PUBLIC RECEIVING RADIO SETS.**

**24. \*Mr. S. Satyamurti:** Will the Honourable Member for Communications be pleased to state:

- (a) the policy of Government in respect of the installation of public receiving radio sets;
- (b) whether they make or intend to make any distinction in this matter between cities and towns on the one hand and villages on the other;

(c) whether, in view of the financial implications involved, Government purpose, in consultation with the Provincial Governments, to evolve a policy of confining public receiving or community radio sets only to villages and encouraging private radio sets being purchased largely in cities and towns; and

(d) if not, why not?

**The Honourable Sir Thomas Stewart:** (a) and (b). In the provinces the Central Government have co-operated with Provincial Governments in putting into effect schemes for the provision of broadcasting sets in rural areas as part of their rural development programmes. The Central Government have themselves initiated a concentrated scheme of rural broadcasting in Delhi Province as an experimental measure. As regards urban areas a considerable number of community receiver licences have been given in one Province at the instance of the Provincial Government.

(c) and (d). The Provincial Government to which I have referred have expressed the definite view that they do not share the apprehension that the installation of community receivers would affect licence revenue. If, however, community receivers are to be allowed in large numbers, clearly there is a case for increasing the existing licence fee. The whole matter is under consideration.

**Mr. S. Satyamurti:** I suspect that the Provincial Government is my own Government, but, with reference to part (c) of the question, may I ask whether the Government of India do or do not realise that, unless they evolve a policy of confining these public receiving or community sets to villages, there will be no appreciable increase in licence fees and that a mere increase in licence fees may reduce the demand for licences?

**The Honourable Sir Thomas Stewart:** I realise the strength of the Honourable Member's case but it is a case to which his Government does not at present subscribe.

**Mr. S. Satyamurti:** But may I know whether the Government of India are helpless as against the Provincial Governments in view of the fact that they finance the entire scheme, and are they bound to accept the advice of the Provincial Governments in a matter where the finances of the Government of India alone are involved, and when the future of broadcasting is dependent on the increase of licence fees?

**The Honourable Sir Thomas Stewart:** No, Sir; the Government of India are by no means helpless but they realise that the Honourable Member's Government may have a reasonable case and they do not wish to turn that case down out of hand.

**Mr. S. Satyamurti:** But have the Government of India examined the expansion of private licences in areas like towns where there are community receiving sets, and will they come to any conclusion on the question of confining these sets to villages only, where people cannot afford to take out licences and take them away from cities where people can afford to have private licences?

**The Honourable Sir Thomas Stewart:** Sir, I think I had it from the Honourable Member himself that there had been a very satisfactory expansion in the number of private licences in the Madras Presidency.

**Mr. S. Satyamurti:** But I am asking whether there might not have been a bigger expansion but for the wrong policy of giving community sets at the expense of the private tax-payers to cities where people can afford to pay for these licences.

**The Honourable Sir Thomas Stewart:** I think I have indicated to the Honourable Member that it is certainly a debatable issue, and it is receiving our consideration even now.

**Mr. Lalchand Navalrai:** May I know if the Sind Government have made any suggestions to the Central Government or are in co-operation with them for providing the rural areas of Sind with these receiving sets?

**The Honourable Sir Thomas Stewart:** I can for the moment recall no such representation.

#### MUSIC PROGRAMMES OF BROADCASTING STATIONS.

**25. \*Mr. S. Satyamurti:** Will the Honourable Member for Communications be pleased to state:

- (a) whether Government are aware of a feeling of dissatisfaction among listeners of the All-India Radio music programmes, and that inferior music is being not unoften broadcast;
- (b) whether this is due to each broadcasting station aiming at self-sufficiency;
- (c) whether Government have examined or propose to examine, the possibility of evolving and broadcasting from their stations high class music programmes by musicians of reputation and relaying them; and
- (d) whether, in this connection, Government are prepared to consider the need and the possibility of synthesising the different schools of Indian music?

**The Honourable Sir Thomas Stewart:** (a) No, Sir. On the contrary judging from communications received from listeners which I consider to be a surer guide than occasional criticisms that appear in the press, the musical programmes put out by the All-India Radio are appreciated by the large majority.

(b) Does not arise.

(c) A system of inter-station relays has recently been started as an experimental measure and will be developed if found successful.

(d) Yes, so far as practicable. Experiments in evolving new forms of music must, however, be left, in the main, to private initiative.

**Mr. S. Satyamurti:** With reference to part (a) of the question, may I know if my Honourable friend has ever listened to Indian music broadcast from any station, and whether he is satisfied that uniformly superior music is transmitted and that inferior music is not transmitted?

**The Honourable Sir Thomas Stewart:** I think it would be a very small contribution to the discussion even if I had listened in because I am no critic of music but I may quote some statistics on the point. There is a very considerable volume of correspondence arriving at the All-India Radio office and in regard to Indian music it is in the neighbourhood of an average of six hundred letters per month. Of these, roughly 93 per cent. express approval of our programmes, and only 7 per cent. are more critical.

**Mr. S. Satyamurti:** Considering the fact that in humanity critics are always in a minority, may I know whether my Honourable friend will consider the question of re-examining this point from the point of view of advice given by me and several others whom I represent that Indian music broadcast is not unoften inferior music, due to the fact that each station wants to be self-sufficient?

**Mr. President** (The Honourable Sir Abdur Rahim): The Chair does not think a discussion of that will be in order.

**Maulana Zafar Ali Khan:** I should like to know whether, in the case of music, inferiority and superiority are not relative terms and matters of taste which cannot be disputed?

(No reply.)

**Mr. K. Santhanam:** May I know if the All-India Radio will compile a list of approved critics by whose opinion they will be guided?

#### PROVISION OF AMENITIES FOR LOWER CLASS PASSENGERS ON RAILWAYS.

**26. \*Mr. S. Satyamurti:** Will the Honourable Member for Railways be pleased to state, with reference to the recommendation of the Wedgwood Committee on amenities for lower class passengers, and the action and remarks of the Railway Board thereon (page 15 of the second statement November, 1939, regarding Chapter XI, paragraph 175, Wedgwood Report):

- (a) the improvement *specifically* in the "standard of amenities" provided for lower class passengers during the *last* three years on State and Company Railways;
- (b) the programme of the provision of such amenities during the next three years;
- (c) the expenditure incurred thereon during the last three years and proposed for the next three years;
- (d) whether the new type of third class carriage is now running; if so, how many, and on which lines;
- (e) whether there is any proposal to provide sleeping accommodation for third class passengers during nights in long distance trains on charging them a reasonable extra fare; and
- (f) if not, why not?

**The Honourable Sir Thomas Stewart:** (a) I would refer the Honourable Member to the paragraphs dealing with the improvements carried out in existing lower class carriages given in Chapter VII of the Railway Board's Annual Reports on Indian Railways for the last three years, copies of which are in the Library of the House.

(b) It is not possible to give the programme of improvements during the next three years. The programme of construction of lower class coaches to improved design during 1938-39 and 1939-40 will be found in :

(i) the statement laid on the table of the House on 8th August, 1938, in connection with Babu Kailash Behari Lal's starred question No. 599, and

(ii) the statement laid on the table of the House on 7th December, 1938, in connection with Prof. N. G. Ranga's starred question No. 1883.

(c) The information is not available.

(d) I would refer the Honourable Member to the reply given to Prof. N. G. Ranga's starred question No. 1883 of 7th December, 1938.

(e) and (f). I would refer the Honourable Member to the reply given to part (e) of Mr. B. N. Chaudhury's starred question No. 398 on 21st February, 1938.

**Mr. S. Satyamurti:** With reference to part (c) of the question, may I know why, if the Railway Board have a specific programme for the improvement of amenities for third class passengers, there is no information available to my Honourable friend as regards the expenditure incurred in the last three years and proposed for the next three years?

**The Honourable Sir Thomas Stewart:** The reason is that the expenditure is spread over a very large number of items, great and small, and it would be very difficult indeed to collect the information into a sum total.

**Mr. S. Satyamurti:** With reference to part (d) of the question, may I know, according to the latest information available to my Honourable friend, on how many lines how many third class carriages of this type are now being actually used in passenger traffic?

**The Honourable Sir Thomas Stewart:** That information is contained in a rather elaborate statement which was laid on the table in answer to a question asked by my Honourable friend, Prof. Ranga, on the 8th August 1938.

**Mr. S. Satyamurti:** Has the position been static since then, and have no new third class carriages of this type been added, and no new lines have been provided with these carriages?

**The Honourable Sir Thomas Stewart:** I should not like to give the Honourable Member that assurance but I think it is highly unlikely that within the period of five months that have elapsed any very considerable advancement has taken place.

**Prof. N. G. Ranga:** In view of the fact that even a small percentage of fall in the revenues from third class passengers makes a big hole in the total railway income, why is it that the Government of India do not think it advisable to prepare a three or five years' programme for the development of these amenities for third class passengers in order to make third class travel more popular and more profitable for Government also?

**The Honourable Sir Thomas Stewart:** I think the Government of India prefer a safer method of budgeting.

**Mr. K. Santhanam:** May I know if all new constructions of third class carriages are of the new type and whether all railway administrations have accepted this as the proper type for all new construction?

**The Honourable Sir Thomas Stewart:** My understanding is that they approximate to the approved standard type.

#### SELECTION AND TRAINING OF COMMERCIAL STAFF ON RAILWAYS.

**27. \*Mr. S. Satyamurti:** Will the Honourable Member for Railways be pleased to state, with reference to the statement of action and remarks on page 12 of the second statement, November, 1938, regarding Wedgwood Committee's recommendations, Chapter VIII, paragraph 116 (g), page 72:

- (a) the arrangements which are being made for the selection and training of commercial staff;
- (b) the reasons why Government have taken the view that recruitment for some higher posts in the Commercial Department from Great Britain may prove necessary in very special cases, and
- (c) what those very special cases are?

**The Honourable Sir Thomas Stewart:** (a) Railway Administrations are doing what they can, within the means at their disposal, to give effect to the recommendations made in the Report in regard to the training and education of commercial staff. Some Railways have provided courses on subjects relating to commercial work in their training schools. The general financial situation at present precludes anything more being done.

(b) I would refer the Honourable Member to Sir Syed Sultan Ahmad's reply to the debate in this House on the 27th August, 1937, on the Report of the Committee, in the course of which he gave an assurance that no recruitment would be made from abroad until Government were convinced that suitable recruits could not be obtained in India.

(c) None has so far arisen.

**Mr. S. Satyamurti:** May I know if recently there was a proposal on one railway to import a European as a Commercial Superintendent?

**The Honourable Sir Thomas Stewart:** Can the Honourable Member indicate which railway is in question?

**Mr. S. Satyamurti:** I have no information, but I saw from the papers that there was a proposal to import a foreigner as a Commercial Superintendent on some railway in India. Has my Honourable friend got any information on that matter?

**The Honourable Sir Thomas Stewart:** No, Sir. I am prepared to inquire about that question.



**UNSATISFACTORY TELEGRAPHIC ARRANGEMENTS DURING THE POLITICAL  
CONFERENCE AT AJODHYA.**

**28. \*Mr. Badri Dutt Pande:** (a) Has the attention of the Honourable Member for Communications been drawn to a note from Ajodhya published on page 2 of the *Leader* of the 3rd January 1939 under the caption "Unsatisfactory telegraphic arrangements" and complaining that at the time of the 30th United Provinces Political Conference held at that place there was a great rush of press telegrams and telegrams were delayed when the Political Conference was advertised and about a lakh of people attended the Conference?

(b) Why were additional signallers not engaged?

**The Honourable Sir Thomas Stewart:** (a) Yes.

(b) The Honourable Member is mistaken. An additional signaller was engaged.

**Mr. Badri Dutt Pande:** Is it a fact that there was only one signaller on the date at Ajodhya?

**The Honourable Sir Thomas Stewart:** No.

**Mr. Badri Dutt Pande:** Is it a fact that telegrams were delayed for four days?

**The Honourable Sir Thomas Stewart:** I am informed that that is not the case.

**Mr. Badri Dutt Pande:** Has any inquiry been made by the Postal Department?

**The Honourable Sir Thomas Stewart:** Certainly. An inquiry has been made and I have ascertained that the Secretary of the Conference in question has written a special letter of thanks to the postal authorities for the assistance they gave.

**AMENITIES PROVIDED FOR THIRD CLASS PASSENGERS ON THE BENGAL NAGPUR  
AND MADRAS AND SOUTHERN MAHRATTA RAILWAYS.**

**29. \*Mr. K. S. Gupta:** (a) Will the Honourable Member for Railways state the special amenities provided for the third class passengers on the Bengal Nagpur Railway and Madras and Southern Mahratta Railway during the last three years? If none, why not?

(b) Is there any programme to improve the conditions of the third class passengers on the above Railways submitted to the Central Government? If so, will it be placed on the table?

(c) How many carriages of the new type of third class were constructed by the Bengal Nagpur Railway and the Madras and Southern Mahratta Railway? If none, why not? If constructed, when are they to run?

(d) Are there any travelling sweepers in the mail trains from Calcutta to Madras and back to look after the cleanliness of the third class carriages and lavatories? If so, are there any sanitary supervisors to inspect the work of such sweepers?

**The Honourable Sir Thomas Stewart:** (a) I would refer the Honourable Member to the details given against these Railways in the Railway Board's Administration Reports for each of these three years.

(b) No.

(c) The Honourable Member's attention is drawn to the statement laid on the table of the House in answer to Prof. N. G. Ranga's starred question No. 1883 of the 7th December, 1938.

(d) Travelling sweepers are employed by the Madras and Southern Mahratta Railway on the Calcutta-Madras Mails. Their work is supervised by Station Masters, Traffic Inspectors, Train Examiners and Assistant Surgeons.

**Prof. N. G. Ranga:** Which is the authority which is expected to see that the new carriages that are ordered by these two railways, the Bengal Nagpur and the Madras and Southern Mahratta Railways, approximate to the standard new type of third class carriage?

**The Honourable Sir Thomas Stewart:** The Honourable Member will understand that these railways are not State Railways, but if my memory serves me right, we have asked the non-state railways to conform to our specifications and they have expressed willingness to do so as far as possible.

**Mr. Muhammad Azhar Ali:** May I know why these amenities mentioned in part (d) are not provided on other lines excepting Calcutta to Madras?

**The Honourable Sir Thomas Stewart:** The only point that arises out of my answer is the possible deduction that sweepers are not employed between Waltair and Calcutta. The employment or non-employment of sweepers on these trains is entirely a matter for the consideration and decision of the administration of the Bengal Nagpur Railway.

**Mr. K. Santhanam:** With reference to the answer to part (d), may I know if the Honourable Member is aware that these sweepers, travelling or otherwise, generally do not sweep third class carriages but only the first and second class carriages?

**The Honourable Sir Thomas Stewart:** No. I am not so aware.

**Mr. K. Santhanam:** Will he make inquiries and instruct the railway authorities to see that third class carriages are swept as well as first and second class carriages?

**The Honourable Sir Thomas Stewart:** I shall convey the Honourable Member's allegation to the administration concerned.

**Mr. Abdul Qaiyum:** Is the Honourable Member aware that if and when a sweeper is found and sweeps the place, he generally waits for a tip?

**Prof. N. G. Ranga:** Is the Honourable Member aware of the fact that at several junction stations between Madras and Calcutta even if third class passengers ask for the services of these travelling sweepers or others, they are either not available or are not supplied by the local station staff?

**The Honourable Sir Thomas Stewart:** I am not so aware.

**Prof. N. G. Ranga:** Will Government ascertain from the railways concerned whether such a practice should be discontinued?

**The Honourable Sir Thomas Stewart:** I have already indicated my readiness to convey to the administration concerned the alleged inefficiency of their sweeping system.

#### DISINFECTING FLUIDS USED BY STATE RAILWAYS.

**30. \*Mr. Manu Subedar:** (a) Will the Honourable the Railway Member please state the amount of disinfecting fluids used annually by the various State Railways in India?

(b) What is the proportion of Indian manufactured disinfecting fluids used by the Indian State Railways, as compared to that of foreign manufacture?

(c) Has the attention of the Indian State Railways been drawn to the stores purchase policy of the Government of India, by which stores manufactured in India should be given preference?

**The Honourable Sir Thomas Stewart:** (a) The total quantity of disinfecting fluids purchased for the State-managed Railways in India during the period 1st November, 1937, to 31st October, 1938, was 18,599 gallons.

(b) 16 per cent.

(c) Yes.

**Mr. Manu Subedar:** May I know why the proportion of Indian manufactured disinfectants was only 16 per cent. when presumably a suitable quality is manufactured in this country and is accepted by the railways themselves as well as by other departments of the Government?

**The Honourable Sir Thomas Stewart:** The amount accepted is I think determined by the price at which it is offered.

**Mr. Manu Subedar:** May I know whether Indian manufacturers have been approached in order to reduce their prices in order that they may come within the field?

**The Honourable Sir Thomas Stewart:** I could not possibly answer that question.

**Mr. Manu Subedar:** Does the Honourable Member repudiate the general policy of the Government of India in the Stores Department that if there is a slight variation by about 15 per cent. the Indian article is to be preferred?

**The Honourable Sir Thomas Stewart:** The Honourable Member's statement of the Government's stores policy is entirely fallacious.

**Mr. Manu Subedar:** May I know what is the policy?

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member cannot go into all that now.

**Mr. Manu Subedar:** Sir, the Honourable Member said that on the ground of prices the Indian manufacturers had been ruled out from the supply of disinfectants for these railways. I want to know whether it is the policy of the railway authorities not to give the slightest preference in the matter of price to Indian manufacturers.

**The Honourable Sir Thomas Stewart:** The Honourable Member's second statement of policy varies very considerably to the extent of 15 per cent. from his original one.

**Mr. Manu Subedar:** May I know whether Government give any preference whatever, if not 15, at least one per cent.?

**The Honourable Sir Thomas Stewart:** Yes: as has been stated frequently in answer to the Honourable Member's questions preference is given; but we have always refused to state the exact degree of preference,—a matter on which the Honourable Member has shown considerable interest.

**Mr. Manu Subedar:** May I take it, that in spite of the preference the railways were unable to secure to the extent of 84 per cent. of their requirements in this country?

**The Honourable Sir Thomas Stewart:** That is a very reasonable deduction from the answer I have given.

**Mr. K. Santhanam:** Are we to understand that the 16 per cent. of Indian manufacture has been paid for at a higher price?

**The Honourable Sir Thomas Stewart:** When questions of particular prices arise, I must have notice.

#### TRAIN DISASTER NEAR HAZARIBAGH ON THE EAST INDIAN RAILWAY.

**31. \*Mr. Badri Dutt Pande:** (a) Will the Honourable Member for Railways be pleased to state the circumstances that led to the serious disaster to 9 Up Dehra-Howrah Express between Chichaki and Hazaribagh Road stations of the East Indian Railway on the 12th January, 1939?

(b) What is the number of dead and injured?

(c) Will there be a public enquiry into the big tragedy, which is the fifth of its kind since Bihta?

**The Honourable Sir Thomas Stewart:** (a) I would refer the Honourable Member to the report of the Senior Government Inspector of Railways which has been supplied to the Honourable Members and a copy of which has been placed in the Library of the House.

(b) 21 dead and 77 injured.

(c) Is under consideration of Government.

**Mr. S. Satyamurti:** May I know why Government take so much time to decide on a public inquiry, and whether Government realise the danger of relevant evidence not being available because of this delay?

**The Honourable Sir Thomas Stewart:** Government could not come to any decision on this matter until they received the report of their own officer as to what had occurred and that report was received only a very few days ago.

**Mr. S. Satyamurti:** May I know what is the law or convention under which Government cannot order a public inquiry immediately after a serious railway accident occurs, until they get the reports of the railway officials?

**The Honourable Sir Thomas Stewart:** Because I think it conceivable that the report of the Government Inspector would indicate that there was no necessity for a public inquiry.

**Mr. S. Satyamurti:** In view of the fact that there have been actual loss of life and injury and considerable damage to property, may I know whether Government do or do not accept the need for instituting a public inquiry immediately after the report of the accident, without waiting for any reports from railway officers?

**The Honourable Sir Thomas Stewart:** No, Sir, that cannot be accepted as a general principle.

**Maulana Zafar Ali Khan:** In view of the fact that disasters on railway lines are on the increase,—especially in the notorious Bihar area there have been recently any number of railway disasters—do Government consider the advisability of running pilot engines before express and mail trains? Because I see that whenever the Viceroy and Governors proceed on tours, their trains are always preceded by a pilot engine, but in the case of express and mail trains, in which thousands of passengers travel, their lives are always in jeopardy. Do Government propose to run a pilot engine before these express and mail trains?

(After a pause)

Is there no answer?

**The Honourable Sir Thomas Stewart:** The suggestion of the Honourable Member is not under serious consideration.

**Sir Abdul Halim Ghuznavi:** In view of the fact that four bogies in the train were completely burnt down to ashes, how could the number of deaths be found out? How could they ascertain the number of passengers who were travelling in those four bogies, because there was no trace of the bogies except the ashes?

**The Honourable Sir Thomas Stewart:** The reports as to the number of casualties were drawn up in consultation with the civil authorities who were present on the scene. I presume that all those responsible officers were satisfied that the remains that were found did indicate the specified number of casualties.

**Sir Abdul Halim Ghuznavi:** But how could they find out the number when the bogies were completely burnt to ashes?

**Mr. President (The Honourable Sir Abdur Rahim):** The Honourable Member cannot have any argument on that.

(b) WRITTEN ANSWERS.

ADVERTISEMENTS IN PUBLICATIONS OF THE ALL-INDIA RADIO.

**32. \*Mr. Manu Subedar:** (a) Will the Honourable Member for Communications please state whether the attention of Government has been drawn to an article in the *Bombay Chronicle*, dated the 27th December, 1938, on "Radio and Advertising"—"Some Questions for A. I. R." in which the allegation is made that the Bombay Station of the A. I. R. has become a publicity bureau for the goods of Messrs. Phillips and Company?

(b) Why was there a three-Page advertisement of Messrs. Phillips and Company in the publication called "School Broadcasts—Winter Session, 1938-39"? Was this paid for?

(c) Were other advertisers and merchants, who are members of the All-India Radio Merchants' Association, approached for advertisements?

(d) Have Government received a representation on this subject from the Secretary of the All India Radio Merchants' Association?

(e) Have Government looked into this matter and taken any steps to prevent a repetition of any discrimination by the Department against any particular manufacturers or dealers, or in favour of any particular manufacturers or dealers?

**The Honourable Sir Thomas Stewart:** (a) Yes, I presume the Honourable Member is referring to the article which appeared in the *Bombay Chronicle*, dated the 28th December, 1938.

(b) The school broadcast pamphlets published by All-India Radio contain no advertisements. The pamphlet to which the Honourable Member apparently refers was published, I understand, by Messrs. Phillips and Company and Government were not concerned with it beyond giving them permission to publish the three talks contained in it.

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

(d) No.

RADIO LICENCE FEE, ETC.

**33. \*Mr. Manu Subedar:** (a) Will the Honourable Member for Communications please state the total number of radio licences in India, as on the latest date for which particulars are available, and how many are there in each Province?

(b) What is the total amount of (i) capital outlay and (ii) running expenditure incurred in respect of each Province, and what percentage do these figures bear to the total number of licences?

(c) Have Government received any representation that the licence fee should be reduced from Rs. 10 to Rs. 5?

(d) What is the amount paid to the Post Office in respect of these licences? Have Government considered whether the licences could be issued by the All-India Radio office in large cities?

(e) Is there any inducement to pay up early and, if so, what is the amount of deduction given?

(f) Have Government considered the desirability of putting a penalty for late payment of licence fees?

(g) What is the ratio of (i) time and (ii) expenditure for news in English speeches in English and programmes of English music at different centres in India to the whole time of broadcasting and the total expenditure?

**The Honourable Sir Thomas Stewart:** (a) and (b). Statistics of licenses are kept according to postal circles and not provinces. A statement giving the information so far as it is readily available is placed on the table of the House. I regret I am unable to follow the latter portion of part (b) of the Honourable Member's question but the information given in the statement will probably be sufficient for this purpose.

(c) Yes.

(d) Rs. 2 per license. The reply to the second part is in the affirmative.

(e) Yes, Re. 1 per license if renewed on or before the date of expiry.

(f) No, Sir, the relevant Acts already provide for the imposition of penalties by the courts of law for the offence of possessing or working a radio set without a current license.

(g) (i). The attention of the Honourable Member is invited to the fortnightly issues of the *Indian Listener* which are available in the Library of the Legislature.

(ii) Figures of expenditure on the various types of programme are not booked separately and are not readily available. Their collection from the different stations of All-India Radio would involve an amount of time and labour disproportionate to the result. As regards programmes of European music, however, I would refer the Honourable Member to the statement I placed on the table in reply to parts (b) and (c) of Mr. Avinashilingam Chettiar's question No. 921, on the 23rd March, 1958.

*Statement showing the number of broadcast receiver licenses in force on the 31st December, 1958, in each Province (as far as separate figures are available), and the total amount of capital and recurring expenditure incurred on broadcasting stations since their establishment in the various Provinces up to the 31st March, 1958.*

| Name of the Province.                  | Number of licenses. | Capital expenditure. | Recurring expenditure. |    |
|--|---------------------|----------------------|------------------------|----|
| Bombay . . . . .                       | 19,569              | } 5,46,859           | Rs. 15,46,082          |    |
| Bengal . . . . .                       | 15,540              |                      | Rs. 12,67,826          |    |
| Assam . . . . .                        | 1,076               | ..                   | ..                     |    |
| United Provinces . . . . .             | 5,498               | 1,29,831             | 14,904                 |    |
| Central Provinces . . . . .            | 1,816               | ..                   | ..                     |    |
| Madras . . . . .                       | 5,535               | 2,16,440             | 17,952                 |    |
| Punjab . . . . .                       | 7,625               | 1,44,545             | 60,277                 |    |
| Delhi . . . . .                        | 2,322               | 6,63,728             | 7,48,226               |    |
| North-West Frontier Province . . . . . | 1,113               | 50,129               | 1,30,259               |    |
| Bihar . . . . .                        | } 2,002             | ..                   | ..                     |    |
| Orissa . . . . .                       |                     | ..                   | ..                     |    |
| Sind . . . . .                         |                     | 2,384                | ..                     | .. |
| Baluchistan . . . . .                  |                     | ..                   | ..                     | .. |
| Total . . . . .                        | 64,480              | *17,51,532           | *37,85,526             |    |

\* Does not include expenditure on the Headquarters Office of the Controller of Broadcasting or on the Installation or Research Departments. It is not possible to allocate this expenditure under separate provinces.

## LEVY OF A POLL-TAX ON FOREIGNERS IN FRENCH INDIA.

**33A. \*Mr. K. Santhanam:** Will the Secretary for External Affairs please state:

- (a) whether the proposal to levy poll-tax on British Indians in French Settlements in India has been abandoned;
- (b) whether any alternative scheme is being considered; and
- (c) whether the French authorities have been informed that any action calculated to obstruct the free movement of Indians between British India and the French Settlements will cause hardship to both?

**Sir Aubrey Metcalfe:** (a) The latest information received by the Government of India is to the effect that the imposition of the tax has been postponed.

(b) The Government of India have no information.

(c) The difficulties which would be created by the enforcement of the proposed restrictions on foreigners in French India were brought to the notice of the French authorities.

## TRAIN DISASTER NEAR HAZARIBAGH ON THE EAST INDIAN RAILWAY.

**33B. \*Mr. Ram Narayan Singh:** Will the Honourable the Railway Member be pleased to state:

- (a) the causes of the terrible railway disaster that took place between the Hazaribagh Road Station and Chackhaki on the 12th January, 1939;
- (b) the nature and the extent of the sufferings and losses of life and property of the passengers of the ill-fated train;
- (c) the exact time when the disaster took place;
- (d) the time when the railway authorities of the neighbouring railway stations and the police and the District Magistrate concerned were informed of this disaster and also the manner in which it was so done;
- (e) the time when the rescue party, if any, reached the place of the accident;
- (f) the medical aid given to the injured and the persons by whom and the place where it was so done;
- (g) the method by which the survivors were taken to their respective destinations;
- (h) the way in which the bodies of the dead were disposed of; and
- (i) the number of trains, Up and Down, which arrived on the spot within two hours of the disaster and the help, if any, rendered by the train officials to the suffering and the dying passengers of the ill-fated train?

**The Honourable Sir Thomas Stewart:** (a), (c), (e), (f), (g) and (i). I would refer the Honourable Member to the report of the Senior Government Inspector of Railways.



(b) 21 killed and 77 injured, of which 19 were reported serious. The nature and extent of the loss of property is unknown.

(d) Details regarding information given to the railway authorities of neighbouring railway stations are given in the Senior Government Inspector's report. The time at which the District Magistrate concerned was informed is not known.

(h) The bodies were taken over by the Police and civil authorities.

#### RECRUITMENT OF CAPTAIN EGGLEFIELD AS DEPUTY DIRECTOR OF CIVIL AVIATION.

**330. \*Mr. M. Thirumala Rao:** (a) Will the Honourable Member for Communications please state whether it is a fact that one Captain Egglefield is being imported as Deputy Director of Civil Aviation?

(b) Are there not competent Indians to hold the post?

(c) Is it the policy of Government to see that sufficient number of Indians are trained to man the Civil Aviation Department?

**The Honourable Sir Thomas Stewart:** (a) Yes.

(b) No.

(c) Yes.

#### TRAIN DISASTER NEAR HAZARIBAGH ON THE EAST INDIAN RAILWAY.

**33D. \*Mr. M. Thirumala Rao:** (a) Will the Honourable Member for Railways please state whether Government have received a full report about the disaster that overtook the Dehra Dun Express on 12th January, 1939?

(b) Do Government propose to conduct a sifting inquiry, by a non-official committee, into the causes of the frequent disasters on the East Indian Railway?

**The Honourable Sir Thomas Stewart:** (a) and (b). I would refer the Honourable Member to the reply I have given today to Mr. Badri Dutt Pande's starred question No. 31.

#### CONVICTION OF MR. S. W. RALPH, DEPUTY CONTROLLER, EAST INDIAN RAILWAY.

**33E. \*Mr. M. Thirumala Rao:** Will the Honourable the Railway Member please state the departmental action which has been taken or is proposed to be taken against Mr. S. W. Ralph, Deputy Controller of the East Indian Railway, who was sentenced to pay a fine of Rs. 500, or in default to undergo one month's rigorous imprisonment, in connection with the Bihta disaster?

**The Honourable Sir Thomas Stewart:** Mr. Ralph is at present under suspension and has, I understand, appealed against the sentence. The question of further departmental action will be considered by the East Indian Railway Administration after the hearing of Mr. Ralph's appeal.

## SPEEDING UP OF THE GRAND TRUNK EXPRESS.

**33F. \*Mr. M. Thirumala Rao:** (a) In view of the recent decision of the Railway Board to speed up trains, has the Honourable Member for Railways considered the advisability of speeding up the Grand Trunk Express?

(b) Is the Honourable Member aware that the Grand Trunk Express makes halts of 20 minutes and more at stations like Jhansi, Bhopal, Itarsee, Nagpur and Wardha, whereas the Delhi-Calcutta mail on the East Indian Railway does not halt for more than ten minutes at important stations like Aligarh, Cawnpore and Allahabad?

(c) Is the Honourable Member prepared to consider the possibilities of shortening the haltings of the Express which helps the shortening of the hours of journey?

(d) Does the Honourable Member propose to consider the desirability of connecting the Grand Trunk Express at Bezwada with the Up Madras-Calcutta Mail?

**The Honourable Sir Thomas Stewart:** (a) No specific reference has been made to the Railways concerned regarding the speeding up of the Grand Trunk Express.

(b) The timings given are substantially correct.

(c) and (d). The suggestions made by the Honourable Member will be conveyed to the Railways concerned.

## MILITARY OPERATIONS ON THE NORTH-WEST FRONTIER.

**33G. \*Mr. S. Satyamurti:** Will the Secretary for External Affairs be pleased to state:

(a) whether military operations are still going on on the North-West Frontier.

(b) against whom, or against which tribes; they are going on now;

(c) the specific objects for which these operations are being carried on;

(d) when they are expected to end;

(e) whether any peace terms have been offered to the "hostile" tribes; and

(f) if so, what they are?

**Sir Aubrey Metcalfe:** (a) to (d). The attention of the Honourable Member is invited to the communique published in the press on the 26th of January which explains the present position.

(e) and (f). The Honourable Member is referred to the reply given to part (d) of question No. 118C asked by Mr. Abdul Qaiyum on the 10th November, 1938.

## UNSTARRED QUESTIONS AND ANSWERS.

## GARRAT ENGINES PURCHASED BY RAILWAYS.

**1. Pandit Nilakantha Das:** (a) Will the Honourable Member for Railways please state which Railways in India have got 'Garrat' engines, and how many in each case?

(b) When were they first purchased? Please state each instalment of purchase since then in case of each Railway having them?

(c) In which country and from which firm were they purchased?

(d) Have they been purchased by the Indian Stores Department, or any other agency?

(e) Have orders been issued recently for those engines? Who have issued such orders, for how many engines, and for which Railway or Railways?

(f) What is the term used in the order 'Garrat' engine, or 'Garrat' type of articulated engine?

(g) Is 'Garrat' a patent name?

(h) Are any parts of the 'Garrat' engine patented?

(i) Are those patented parts essential for manufacturing 'Garrat' type of articulated engines?

(j) Which firm, or firms, and in which country, hold those patents, if any?

(k) Are there other articulated engines which are not of the 'Garrat' type? If so, how do they differ from the 'Garrat' type in utility? Have they ever been tried in India?

(l) How many firms, and of which country, tendered for (i) 'Garrat' engines, (ii) 'Garrat' type of articulated engines, and (iii) articulated engines?

**The Honourable Sir Thomas Stewart:** The information asked for is being collected and will be laid on the table of the House in due course.

#### ADVANCE GRANT FOR FOREIGN PURCHASES OF RAILWAYS.

**2. Pandit Nilakantha Das:** (a) With reference to the item of advance sanction for money for General Purposes Stores to be purchased from foreign countries, placed from time to time before the Standing Finance Committee for Railways, will the Honourable Member for Railways please state since when this advance grant for foreign purchase has been in vogue?

(b) What has been the amount of grant each year till now?

(c) What has been the amount of total purchases for Railways for those years, year by year?

(d) How has the money for general purposes Stores been allocated to different railways year by year? (Here allocation to State Railways may be given together, if need be).

(e) What are the articles purchased from this advance grant? (If the articles are the same, as were given year before last, to the Standing Finance Committee for Railways, then the list may kindly be repeated here for ready reference).

(f) Has this list been ever scrutinised to see if certain of the articles could be purchased in India, or other articles could still be added to the list?

(g) If so, when was it scrutinised or revised, by whom, and with what effect?

(h) Has it ever been ascertained if all those articles still require advance grant? If so, when, by whom, and with what effect?

**The Honourable Sir Thomas Stewart:** (a) The Honourable Member's attention is invited to the memorandum on the subject placed before the Standing Finance Committee for Railways on the 21st September, 1935, *vide* proceedings of their meeting, Volume XII, No. 5. This memorandum gives a brief account of the evolution of the present procedure.

(b) A statement showing the amount of advance grant sanctioned for general purposes stores for each of the years 1927-28 to 1939-40 is placed on the table.

(c) The information will be found in Appendix A of Volume II of Railway Board's Report for each of these years.

(d) A statement showing amounts of allotments made to railways for the years 1931-32 to 1939-40 is placed on the table. Information for earlier years is not available, as the records for those years have been destroyed.

(e) I regret it is not practicable to furnish a completely detailed list. But the list placed before the Standing Finance Committee, to which the Honourable Member refers and of which I place a copy on the table, gives the main categories in which the articles fall. It should not be concluded, however, that every article in a particular category is imported, *e.g.*, though the list includes crockery and cutlery and paint and varnish, many items falling under these main heads are obtained from indigenous sources.

(f) and (g). In this connection, the attention of the Honourable Member is invited to the Memorandum on the policy of purchase of stores placed before the Standing Finance Committee for Railways on 31st January, 1936, *vide* proceedings of their meetings, Volume XII, No. 6. The policy and procedure therein laid down are such as to secure, in regard to State-managed Railways, apart from any scrutiny of this list, that articles that can be suitably purchased in India are so purchased. In respect of Company-managed Railways, the Railway Board, in consultation with the Indian Stores Department, has recently been scrutinizing copies of indents submitted by them to their Home Boards with a view to drawing attention to any articles that could be obtained in India.

(h) I understand that the general question of the scope of the advance grant for imported stores has been engaging the attention of the Standing Finance Committee for Railways, of which the Honourable Member is a member, and that a memorandum on the subject will shortly be placed before them for their consideration and advice.

*Statement showing the amount of advance grant sanctioned for general purposes stores for the years 1927-28 to 1939-40.*

(In lakhs of rupees).

|                             |      |
|-----------------------------|------|
| 1927-28 (£900,000) (at 1.6) | 1,20 |
| 1928-29 (£650,000)          | 87   |
| 1929-30                     | 80   |
| 1930-31                     | 70   |
| 1931-32                     | 45   |
| 1932-33                     | 45   |
| 1933-34                     | 30   |
| 1934-35                     | 1,00 |
| 1935-36                     | 1,00 |
| 1936-37                     | 60   |
| 1937-38                     | 1,10 |
| 1938-39                     | 1,35 |
| 1939-40                     | 1,45 |

Statement showing amounts of advance allotments made to railways for purchase of general purposes stores for the years 1931-32 to 1938-40.

(Figures in thousands of rupees.)

| Railways.                                  | 1931-32. | 1932-33. | 1933-34. | 1934-35. | 1935-36. | 1936-37. | 1937-38. | 1938-39. | 1939-40. |
|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| <i>State managed Railways.</i>             |          |          |          |          |          |          |          |          |          |
| 1. Burma . . . . .                         | 65       | 40       | 45       | 2,17     | 2,25     | 41       | ...      | ...      | ...      |
| 2. Eastern Bengal . . . . .                | 4        | ...      | 25       | ...      | 2,00     | 5,00     | 5,00     | 4,50     | 6,00     |
| 3. East Indian . . . . .                   | 2,00     | 2,00     | 2,00     | 2,00     | 1,85     | 9,00     | 20,00    | 24,00    | 25,00    |
| 4. Great Indian Peninsula . . . . .        | 38       | ...      | ...      | 20,00    | 20,38    | 38       | 17,00    | 21,01    | 33,01    |
| 5. North-Western . . . . .                 | ...      | ...      | ...      | 50,00    | 24,00    | 1,00     | 23,00    | 32,00    | 33,12    |
| Total . . . . .                            | 3,07     | 2,40     | 2,70     | 74,17    | 50,48    | 15,79    | 65,00    | 81,51    | 99,13    |
| <i>Company managed Railways.</i>           |          |          |          |          |          |          |          |          |          |
| Assam Bengal . . . . .                     | 2,00     | 1,50     | 1,00     | 1,00     | 1,25     | 1,66     | 4,25     | 4,50     | 5,00     |
| Bengal Nagpur . . . . .                    | 1,00     | 1,00     | 50       | 50       | 3,00     | 8,00     | 8,00     | 8,00     | 6,50     |
| Bengal and North-Western . . . . .         | 8,00     | 1,75     | 2,25     | 4,00     | 19,50    | 3,50     | 4,02     | 5,25     | 5,50     |
| Bombay, Baroda and Central India . . . . . | 15,87    | 10,40    | 6,40     | 5,47     | 6,27     | 6,25     | 11,95    | 12,00    | 13,00    |
| Madras & Southern Mahratta . . . . .       | 5,50     | 6,25     | 4,00     | 4,50     | 5,30     | 6,00     | 7,45     | 11,45    | 8,83     |
| Bohilkund & Kumaon . . . . .               | 40       | 40       | 40       | 40       | 60       | 1,00     | 1,00     | 90       | 1,40     |
| South Indian . . . . .                     | 5,33     | 6,93     | 5,60     | 5,60     | 13,60    | 7,80     | 5,60     | 4,00     | 4,27     |
| Total . . . . .                            | 38,10    | 28,23    | 20,15    | 21,47    | 49,52    | 34,21    | 42,27    | 46,10    | 44,50    |
| GRAND TOTAL . . . . .                      | 41,17    | 30,63    | 22,85    | 95,64    | 1,00,00  | 60,00    | 1,07,27  | 1,27,61  | 1,43,63  |

Memorandum regarding the main categories of general purposes stores for the purchase of which approval of the Standing Finance Committee for Railways to the advance allotment is obtained.

At their meeting of 27th July, 1936, the Committee, while approving the advance allotment for general purposes stores for 1937-38, desired to be furnished with a statement showing the main categories of articles for the purchase of which the advance allotment is obtained. The statement is attached to this memorandum.

Class.

C Spare parts for machine tools.

D Dog spikes, fishbolts and nuts.

Combination fishplates, bearing plates, moveable jaws and keys.  
Shovels, beaters, powrahas and spanners.

Eal Axles, tyres, wheel centres, helical and volute, springs, laminated spring plates, boiler plates (copper and steel) boiler tubes, superheater headers, injectors and spares for same.

Ea2 Spare brushes.

Eb1 Wheels and axles, tyres, drawbars and hooks, helical and volute springs, laminated spring plates, buffers and buffer parts and screw couplings.

Eb2 Lavatory fittings and roof tanks.

Evb Metallic and rubber vacuum brake fittings.

- Eb6 Leather, imitation leather and textile trimming materials and linoleum.
- F1 Water columns.
- F2 Wire, poles, point rodding, burners, glasses and roundels.
- Ga Drills, files, saw blades, rivet snaps, dies and abrasive wheels.
- Gb1 Bolts and nuts, washers, nails, cotters, cotter pins, rivets, screws, chains, electrodes, copperjoint rings and steel and copper piping.
- Gb2 Spare parts for pressure lamps.
- Gb3 Hoses, rubber and canvas, belting, flax canvas, I. R. sheet, I. R. cushions and pads and twine.
- Gb4 Copper, tin, lead, zinc, extended brass bar, tool steel, die steel and bright draw steel bars.
- Gb5 Paint, varnish, enamel and paint brushes.
- Gb8 Crockery and cutlery.
- Gb9 Waterproof capes and caps.
- Gb10 Lubricating oil, grease, vaseline, graphite, fire clay, fire bricks, crucibles, case hardening compounds, carbide, metal polish, disinfecting fluid, fog signals, glue, glass and emery paper, gauge glasses, glass sheet and asbestos packing.
- Gb11 Printing and blotting paper.
- Ha Spare parts for diessel generators.
- Hb Dynamo parts, accumulators and accumulator parts, switchgear, sulphuric acid, electrolyte, belting, belt fasteners, fans, regulators, lamps and lamp fittings and loco turbo-generator parts.
- Hd Incandescent lamps, insulated wire, cable, insulators, fuses and lamp fittings.

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### STATEMENTS LAID ON THE TABLE.

*Information promised in reply to starred question No. 864 asked by Pandit Sri Krishna Dutta Paliwal on the 8th September, 1938.*

#### EARLY DEPARTURE OF A TRAIN FROM THE AGRA FORT OR AGRA CANTONMENT STATION.

(a) On 24th July, 1938 No. 12 Up Passenger left Agra Cantonment to its advertised departure time, i.e., 6-20, which was 25 minutes earlier than the ordinary scheduled departure.

(b) The earlier departure of this train was necessitated by the arrangements made in connection with the reception of the Viceregal Special.

(c) The changes in the time of the departure of No. 12 Up Passenger train was notified to the public by putting up notices to this effect near the 1st and 2nd class booking office and in the third class Waiting Hall at Agra Cantonment from 14th July, 1938, till 25th July, 1938. The earlier departure of this train was also advertised, for the information of the public, in a vernacular daily newspapers published at Agra Cantonment, viz., "Sainik" of the 16th July, 1938.

(d) Yes.

(e) Because the train which they had come to catch had already departed and no other passenger train was due at that time. In reply to the second part of the question, the police in refusing admittance were acting under standing orders.

(f) On the morning of the date in question, Mr. Devitre was noticed by the Station Master, Agra Cantonment talking with a Police Officer. On being approached by the Station Master, Mr. Devitre expressed annoyance at having missed the train, but his attention was immediately drawn to the notice exhibited on the Notice Board. The Station Master invited him to his office and Mr. Devitre left the station of his own accord.

(g) In view of the replies given to parts (a), (b) and (c) of the question this does not arise.

*Information promised in reply to part (e) of starred question No. 931 asked by Mr. T. S. Avinashilingam Chettiar on the 12th September, 1938.*

**EXCISE DUTY ON MATCHES.**

*Statement showing the number of factories enjoying the concession of rebate of excise duty given by section 19 of the Matches (Excise Duty) Act, 1934.*

|                                    | 31st March<br>1937. | 31st March<br>1938. |
|------------------------------------|---------------------|---------------------|
| Northern India Provinces . . . . . | 11                  | 18                  |
| Madras . . . . .                   | 74                  | 70                  |
| Bombay . . . . .                   | ..                  | 1                   |
| Total . . . . .                    | 85                  | 89                  |

*Information promised in reply to starred question No. 990 asked by Mr. Manu Subedar on the 13th September, 1938.*

**POWERS OF THE RAILWAY BOARD IN RESPECT OF RAILWAYS IN INDIA IN CERTAIN MATTERS.**

(b) The Railway Board have no powers other than those referred to in the reply to part (a) of the question in regard to State Railways under Company management, in respect of public safety or choice of rolling stock.

*Information promised in reply to starred questions Nos. 1147 to 1149 asked by Pandit Sri Krishna Dutta Paliwal on the 19th September, 1938..*

**USE OF THE KARACHI TOWN HALL FOR PUBLIC MEETINGS.**

1147. (a) and (b). The Municipal Committee, Kekri, have adopted the rules framed by the Ajmer Municipal Committee to regulate the use of the Municipal Town Hall. A copy of the Rules is attached.

(c) No.

(d) Does not arise.

**NOTIFICATION DEPRIVING THE AJMER MUNICIPAL COMMITTEE FROM ELECTING A NON-OFFICIAL CHAIRMAN.**

1148. (a) Yes.

(b) Yes.

(c) Yes.

**ELECTION OF A NON-OFFICIAL CHAIRMAN TO THE BEAWAR MUNICIPAL COMMITTEE.**

1149. (a) Yes; the Chief Commissioner stated in 1931 that the official Chairman would be removed when the local authorities were satisfied that the interests of the Municipality and the public would not suffer.

(b) When the conditions mentioned in reply to part (a) of the question are fulfilled.

(c) The Extra Assistant Commissioner is an officer holding the position of Chairman by virtue of his office.

(d) Two.

(e) No.

*Copy of the Ajmer Municipal Committee's Resolution No. 23, dated the 18th December, 1936*

*Resolution No. 23.*—With reference to the General Committee's resolution No. 1, dated the 17th September, 1936, referring the case of regulating use of the T. T. Hall to a Special Sub-Committee to draw up general directions, read the following conditions submitted for approval.

1. The Trevor Town Hall with such furniture as it may have will be available—
  - (a) for holding Durbars;
  - (b) for meetings of the Ajmer Municipal Committee or its sub-committees or Special Committees;
  - (c) for meetings which the Commissioner of Ajmer may like to convene, and
  - (d) when not required for (a), (b) and (c), for holding public meetings, political, social, literary or others, except those—
    - (i) which may be unlawful, or
    - (ii) of which the object or purpose may be unlawful, or
    - (iii) which may be convened by an unlawful organisation, or
    - (iv) which may have been prohibited by an order promulgated or issued by Government or any magistrate, or
    - (v) which may be held for religious debates (*Munazara*).
  - (e) for such other general purpose as the Municipal Committee may from time to time by resolution approve.
2. No permission except under (a), (b) and (c) above will be given unless a sum of Rs. 15 has been deposited by the party seeking permission as security for making good any damage done to municipal property. The deposit will be refunded after deduction of such amounts, if any, as the Chairman may consider adequate to cover the damage, if any, caused to Municipal property by or on account of the use made in consequence of the permission granted. The Chairman's decision in the matter will be final.

3. That the party making use of the Hall at night shall also pay annas twelve for use of light and for fans, if used in hot weather at day or night, additional charges of annas two per hour.

4. That the Chairman will ordinarily grant permission on application made to him 24 hours before the intended use, but in urgent case, he may grant permission for the use of the Hall, if there is sufficient time to allow of arrangements being made for handing over the Hall to the party asking for permission to use it.

5. If more applications than one are received for the use of the Town Hall for the same time, preference will be given to the application first received.

*Resolved unanimously* that the directions be approved.

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*Information promised in reply to parts (a) to (c) and (e) of starred question No. 1202 asked by Mr. Sami Vencatachelam Chetty on the 10th November, 1938.*

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#### PURCHASE OF STORES BY PORT TRUSTS.

(a) The Madras Port Trust have a purchasing agent in England. Of the remaining ports two arrange their purchases of English stores through the High Commissioner for India, and the others, for the most part, employ their Consulting Engineers for the purchase of such stores as they may have to obtain from England.

(b) It is not possible in most cases to allocate correctly the payments made to the firms in respect of their functions as purchasers and in respect of their functions as Consulting Engineers.



(c) The information is contained in the statement below :—

|                          | 1933-34.  | 1934-35.  | 1935-36.  | 1936-37.                               | 1937-38.  |
|--------------------------|-----------|-----------|-----------|--|-----------|
|                          | Rs.       | Rs.       | Rs.       | Rs.                                    | Rs.       |
| <i>Calcutta.</i>         |           |           |           |  |           |
| Purchases in India       | 16,70,841 | 20,53,176 | 19,54,097 | 18,67,966                              | 22,62,719 |
| Purchases outside India. | 62,967    | 1,63,672  | 1,76,134  | 2,73,540                               | 2,64,891  |
| <i>Karachi.</i>          |           |           |           |  |           |
| Purchases in India       | 5,55,262  | 5,45,738  | 5,96,937  | 6,99,624                               | 7,33,023  |
| Purchases outside India. | 16,701    | 50,662    | 81,985    | 2,30,647                               | 3,90,486  |
| <i>Cochin.</i>           |           |           |           |  |           |
| Purchases in India       |           | Not known |           | *8,99,000                              | 27,91,000 |
| Purchases outside India. |           | Not known |           | *(August 1936 to Mar. 1937.)<br>80,000 | 32,000    |
| <i>Chittagong.</i>       |           |           |           |  |           |
| Purchases in India       | 81,882    | 1,26,052  | 38,700    | 61,570                                 | 68,928    |
| Purchases outside India. | 1,199     | 8,407     | 1,305     | 15,673                                 | 3,601     |
| <i>Bombay.</i>           |           |           |           |  |           |
| Purchases in India       | 10,87,000 | 13,63,000 | 13,94,000 | 13,80,000                              | 17,84,000 |
| Purchases outside India. | 1,66,000  | 40,000    | 68,000    | 1,04,000                               | 1,48,000  |
| <i>Madras.</i>           |           |           |           |  |           |
| Purchases in India       | 1,30,605  | 2,09,959  | 2,66,054  | 2,48,125                               | 3,05,879  |
| Purchases outside India. | 15,547    | 27,040    | 94,586    | 14,680                                 | 95,757    |
| <i>Vizagapatam.</i>      |           |           |           |  |           |
| Purchases in India       | 9,91,705  | 6,59,588  | 4,12,139  | 3,59,047                               | 3,98,934  |
| Purchases outside India. | 1,17,792  | 63,143    | 29,349    | 30,437                                 | ..        |

(e) In actual practice the Port Trusts generally either follow the rules of the Government of India or shape their purchase policy in accordance with the principles contained therein.

Information promised in reply to starred question No. 1203 asked by Mr. Brojendra Narayan Chaudhury on the 10th November, 1938.

#### INCONVENIENCES AT SILCHAR STATION ON THE ASSAM BENGAL RAILWAY.

(a) The position in relation to this part of the Honourable Member's question is—

- (i) A platform at rail level between the first and second lines in Silchar station is to be constructed and work will be commenced shortly;

(ii) The lighting of the station is reasonably good for methods of lighting other than by electricity, and should not be compared with stations so illuminated. A progressive plan of providing electric lighting at the more important stations on the Assam Bengal Railway is being worked to and the claims of Silchar have been considered, but the requirements of other stations on the system have had priority.

(b) Yes.

(c) The answer to this question depends on whether goods or passenger traffic is referred to, which the Honourable Member has not stated. In any case, as indicated already, the Railway is fully alive to the requirements of progressive improvement and the merits of this station have been considered along with the others.

(d) and (e). No classification of stations on the Assam Bengal Railway has been made, but Silchar has not been overlooked, and is, in fact, recognised as a station of some importance. The priority of a station in respect to the provision of electric lighting is determined by the number of passenger trains arriving and leaving during the hours of darkness and the amount of work in the yard and offices to be performed. The requirements of boarding-train facilities have been and are receiving attention. They are being met in part by the fitting of double foot-boards on the carriages.

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*Information promised in reply unstarred questions Nos. 70, 72, 79 and 84, part (c), asked by Mr. B. B. Varma on the 10th November, 1938.*

#### LOCOMOTIVES ON THE SHAHDARA-SAHARANPUR LIGHT RAILWAY.

*Unstarred Question No. 70.*—(a) Rs. 4,47,448.

(b) Number in active service in winter—10 and in summer—5.

(c) As the full number is in use for half the year, the question of excess stock does not arise.

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#### THIRD CLASS VEHICLES WITH LATRINES ON THE SHAHDARA-SAHARANPUR LIGHT RAILWAY.

*Unstarred Question No. 72.*—(a) The percentage of latrine fitted 3rd class stock in service in 1937-38 varied between 65 and 80.

(b) The percentage of 3rd class carriages provided with latrines on Class II Railways is 84.1. Government do not consider this percentage to be low in view of the short distance travel involved in many cases.

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#### INCREASE IN THE CONSUMPTION OF COAL ON THE SHAHDARA-SAHARANPUR LIGHT RAILWAY.

*Unstarred Question No. 79.*—(a) Increased consumption was due to an increase in engine mileage of 3,000.

(b) No coal was supplied to the motor works during 1936-37.

(c) No.

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#### PASSES ISSUED TO THE STAFF OF THE SHAHDARA-SAHARANPUR LIGHT RAILWAY.

*Unstarred question No. 84.*—(c) A pass to the Manager, Shahdara-Saharanpur Railway, and his peon, for the purpose of travelling between Delhi and Delhi-Shahdara has been issued since 1907 by the General Manager, East Indian Railway, in the exercise of his discretionary powers, in view of the fact that this Railway is a feeder to the East Indian Railway.

*Information promised in reply to starred questions Nos. 1283 and 1290 asked by Mr. Brojendra Narayan Chaudhury on the 16th November, 1938.*

**SHIFTING OF THE OVERBRIDGE OVER THE CHANDRAKONA ROAD STATION ON THE BENGAL NAGPUR RAILWAY.**

*Starred Question No. 1283.—(a) No.*

(b) This station mainly serves the Ghatal Sub-Divisional headquarters of the Midnapore District and other important centres of the locality which are situated on the eastern side of the station which is the side on which the overbridge is located.

(c) Certain persons who arrive from Sarenga and other villages on the western side of this station have been known to take risks and cross the lines to go to the station although a level crossing exists at the south end of the station connecting with the proper station approach road.

(d) Shifting of the overbridge to the west side of the station has never been considered before, and if it were done it would not help matters, as, in that case, people from the eastern side, who form the majority, will resort to crossing the lines from that side. A possible remedy is to extend the overbridge to connect the western side as well as the eastern side, but the cost of doing this seems hardly justified, since passengers or buses from the Sarenga side can easily come to the eastern side by way of the level crossing which is the intended means of approach to the station from the western side. They would thus avoid any risk to themselves.

**DISCRIMINATION IN THE SUPPLY OF WATER IN THE RAILWAY COLONIES OF PAHARTALI AND CHITTAGONG.**

*Starred question No. 1290.—*There is no discrimination as regards supply of water but regulation of the supply is determined by topographical considerations.

In both Pahartali and Chittagong water is supplied throughout 24 hours to all Officers' Bungalows and the quarters which are situated at a high level, but owing to the height the supply is poor and often negligible when the low level colonies are drawing water.

For the low level colonies full supply of water is given between the following hours.

Pahartali—

5 hours to 13 hours.

16 hours to 21 hours.

Chittagong—

5 hours to 12 hours.

15 hours to 21 hours.

*Information promised in reply to starred questions Nos. 1364 and 1365 asked by Mr. Muhammad Nauman on the 21st November, 1938.*

**COMMUNAL COMPOSITION OF PERSONS RECRUITED IN THE GENERAL MANAGER'S OFFICE ON THE EASTERN BENGAL RAILWAY.**

*Starred question No. 1364.—(a)* The following are the figures relating to men recruited in the General Manager's Office :—

|                            | Hindu. | Muslim. | Anglo-Indian. |
|----------------------------|--------|---------|---------------|
| Personnel Branch . . . . . | 36     | 31      | 10            |
| Other Branches . . . . .   | 51     | 71      | 2             |

There was no recruitment for the Welfare Branch.

(b) There was no deficit in the Muslim quota.

(c) One. He is a Hindu.

**POST OF DRAWING OFFICE SUPERINTENDENT IN THE CHIEF ENGINEER'S OFFICE,  
EASTERN BENGAL RAILWAY.**

*Starred question No. 1365.*—(a) and (b). The Chief Draughtsman of the Chief Engineer's Drawing Office on the Eastern Bengal Railway was appointed to officiate in the lower gazetted service as Drawing Office Superintendent. As the vacancy in the latter post was filled by one already in the service, it was not necessary to advertise it.

*Information promised in reply to starred question No. 1396 asked by Mr. Sham Lal on the 22nd November, 1938.*

**PURCHASE OF LANDS FROM CULTIVATORS IN THE DELHI PROVINCE.**

(a) Government have no information of any abnormal purchase of land by agriculturist members of the services and professional classes.

(b) No action is considered necessary.

*Information promised in reply to parts (a) to (f) of starred question No. 1574 asked by Mr. Brojendra Narayan Chaudhury on the 29th November, 1938.*

**OVERCROWDING OF TRAINS AT SEALDAH RAILWAY STATION.**

(a) Number of tickets collected at Sealdah :—

|                      |              |               |
|----------------------|--------------|---------------|
| on 5th November 1938 | . . . . .    | 11,570        |
| on 6th November 1938 | . . . . .    | 19,979        |
| on 7th November 1938 | . . . . .    | 14,495        |
| (Suburbans)          | . . . . .    | 10,498        |
|                      | <b>Total</b> | <b>56,542</b> |

| (b) Date. | No. of trains. | Total No. of bogie carriages. | Approximate and average seating accommodation per bogie. | Total seating accommodation |        |
|-----------|----------------|-------------------------------|--|-----------------------------|--------|
| 5-11-28   | Specials 6     | 71                            | 110  | 7,810 } 21,670              |        |
|           | Regular 18     | 126                           | 110  |                             | 13,860 |
| 6-11-38   | Specials 8     | 88                            | 110  | 9,680 } 23,540              |        |
|           | Regular 18     | 126                           | 110  |                             | 13,860 |
| 7-11-38   | Specials 2     | 19                            | 110  | 2,090 } 15,950              |        |
|           | Regular 18     | 126                           | 110  |                             | 13,860 |
|           | Suburban 41    | 123                           | 150  |                             | 18,450 |

(c) No.

(d) Does not arise.

(e) None of the mails was overcrowded, but certain ordinary and special trains were affected in that manner due to passengers refusing to wait for later trains, which could have cleared them without any overcrowding whatsoever.

(f) 16 special trains to Calcutta.

*Information promised in reply to starred questions Nos. 1597 and 1598 asked by Mr. K. S. Gupta on the 29th November, 1938.*

**CONSTRUCTION OF A COMBINED BOOKING AND PARCEL OFFICE AT VIZIANAGRAM ON THE BENGAL NAGPUR RAILWAY.**

*Starred question No. 1597.*—(a) yes.

(b) The answer to the first part of the question is in the negative and the second part does not, therefore, arise.

(c) Does not arise.

(d) The provisions made include a trough built round the tree near the combined booking office adjacent to the parking place at the request of the Society for the Prevention of Cruelty to Animals.

**LEVEL OF THE ASH PIT AT DUSI AND HEIGHT OF MASONRY PILLARS OF WATER TANKS AT WALTAIR.**

*Starred question No. 1598*—(a) The Honourable Member is informed that the ash pit in question was built to correct level.

(b) No.

(c) The answer to the first part is in the negative, and the second part, therefore, does not arise.

(d) The answer to the first part of the question is in the affirmative, and to the second part in the negative. The alteration was made as part of newly installed overhead watering arrangements for trains at Waltair.

*Information promised in reply to unstarred question No. 116 asked by Mr. Satya Narayan Sinha on the 29th November, 1938.*

**STAFF OF THE RAILWAY CLEARING ACCOUNTS OFFICE.**

A copy of the list of the staff of the Railway Clearing Accounts Office, Delhi, corrected up to the 1st April, 1938, has been placed in the Library of the House.

*Information promised in reply to starred question No. 1643 asked by Mr. K. S. Gupta on the 30th November, 1938.*

**STRENGTH OF STAFF AND EXPENDITURE OF THE DELHI IMPROVEMENT TRUST.**

(a) A statement is laid on the table.

(b) No. It is considered that the present supervisory staff cannot be reduced or replaced by equally efficient but less expensive staff.

Statement showing the strength of each branch of the office of the Delhi Improvement Trust as it stood on 1st November, 1933, together with pay, deputation or other allowances drawn by each and the proportion which the Superintendents or supervisory staff bears to the clerical and other establishment.

| Serial No. | Name of post.                         | Pay, deputation or other allowances due on 1st November, 1933. |                       |                  |           | Remarks.                  |
|------------|---------------------------------------|--|-----------------------|------------------|-----------|---------------------------|
|            |                                       | Pay.   | Deputation allowance. | Other allowance. | Total.    |                           |
|            | (a) Supervisory Staff.                | GENERAL BRANCH.  |                       |                  |           |                           |
|            |                                       | Rs. A. P.  | Rs. A. P.             | Rs. A. P.        | Rs. A. P. |                           |
| 1          | Personal Assistant to Chairman.       | 230 0 0  | 30 0 0<br>25 0 0*     | ...              | 285 0 0   | *Compensatory allowance.  |
| 2          | Head Clerk                            | 125 0 0<br>25 0 0†   | 12 8 0                | ...              | 162 8 0   | † Special pay. N.         |
|            | Total                                 | 380 0 0  | 67 8 0                | ...              | 447 8 0   |                           |
|            | (b) Clerical and other establishment. |  |                       |                  |           |                           |
| 1          | Stenographer to Chairman.             | 180 0 0  |                       |                  | 180 0 0   |                           |
| 2          | Clerk                                 | 75 0 0   | 7 8 0                 | ...              | 82 8 0    | N.                        |
| 3          | Clerk                                 | 46 0 0   | 4 10 0                | ...              | 50 10 0   | N.                        |
| 4          | Clerk                                 | 42 8 0   | ...                   | ...              | 42 8 0    |                           |
| 5          | Routine Clerk                         | 36 8 0   | ...                   | ...              | 36 8 0    |                           |
| 6-7        | Typists 2 at 42-8-0                   | 85 0 0   | ...                   | ...              | 85 0 0    |                           |
| 8          | Typist                                | 40 0 0   | ...                   | ...              | 40 0 0    |                           |
| 9          | Head Record Keeper                    | 60 8 0<br>10 0 0<br>Special pay.                               | 6 1 0                 | 10 0 0*          | 86 9 0    | N. *Conveyance allowance. |
| 10         | Assistant Record Keeper               | 54 8 0   | 5 7 0                 | ...              | 59 15 0   | N.                        |
| 11         | Temporary Clerk                       | 40 0 0   | ...                   | ...              | 40 0 0    |                           |
| 12-13      | Nafrics 2 at 14                       | 28 0 0   | ...                   | ...              | 28 0 0    |                           |
| 14         | Jemadar to Chairman                   | 16 0 0   | ...                   | ...              | 16 0 0    |                           |
| 15         | Farash                                | 13 0 0   | ...                   | ...              | 13 0 0    |                           |
| 16         | Peon                                  | 15 0 0   | ...                   | ...              | 15 0 0    | N.                        |
| 17-19      | Peons 3 at 14                         | 42 0 0   | ...                   | ...              | 42 0 0    |                           |
| 20-22      | Peons 3 at 18                         | 39 0 0   | ...                   | ...              | 39 0 0    |                           |
| 23         | Office chowkidar                      | 14 0 0   | ...                   | ...              | 14 0 0    |                           |
| 24         | Sweeper                               | 12 0 0   | ...                   | ...              | 12 0 0    |                           |
|            | Total                                 | 799 0 0  | 23 10 0               | 10 0 0           | 832 10 0  |                           |
|            | GRAND TOTAL                           | 1,179 0 0  | 91 2 0                | 10 0 0           | 1,280 2 0 |                           |

Proportions :—(a) Supervising establishment . . . . . 85 per cent.  
 (b) Subordinate clerical and other establishment . . . . . 65 per cent. } of the total cost.  
 Numerical proportion = 1 to 12.

Statement showing the strength of each branch of the office of the Delhi Improvement Trust as it stood on 1st November, 1938, together with pay, deputation or other allowances drawn by each and the proportion which the Superintendents or supervisory staff bears to the clerical and other establishment—contd.

| Serial No. | Name of post.                          | Pay, Deputation or other allowances due on 1st November 1938. |                       |  |           | Remarks.       |
|------------|--|---|-----------------------|--|-----------|----------------|
|            |  | Pay.  | Deputation allowance. | Other allowances.                                      | Total.    |                |
|            | (a) Supervisory Staff.                 | Rs. A. P.   | Rs. A. P.             | Rs. A. P.  | Rs. A. P. |                |
| 1          | Lands Officer                          | 540 0 0<br>100 0 0  | ...                   | 75 0 0<br>Conveyance allowance.                        | 715 0 0   |                |
| 2          | Tahsildar                              | Special pay.<br>230 0 0<br>30 0 0<br>Special pay.             | ...                   | 45 0 0<br>House rent.<br>37/8 Fixed<br>37 8 0<br>T. A. | 342 8 0   | N.             |
|            |  | 770 0 0   | ...                   | 157 8  | 1,067 8 0 |                |
|            |  | 130 0 0   |                       |  |           |                |
|            | (b) Clerical and other establishment.  |   |                       |  |           |                |
|            | A.—Lands Branch Proper.                |   |                       |  |           |                |
| 1          | Naib Tahsildar                         | 80 0 0  | ...                   | 30 0 0<br>Fixed T. A.<br>30 0 0<br>House rent.         | 140 8 0   |                |
| 2          | Moharrir                               | 35 0 0  | ...                   | ...  | 35 0 0    |                |
| 3          | Peon                                   | 13 0 0  | ...                   | ...  | 13 0 0    |                |
| 4          | Stenographer to Lands Officer.         | 100 0 0   | 10 0 0                | ...  | 110 0 0   | N.             |
| 5          | Lease clerk                            | 42 8 0  | ...                   | ...  | 42 8 0    |                |
| 6          | Temporary Clerk                        | 40 0 0  | ...                   | ...  | 40 0 0    |                |
| 7-8        | Girdawars 2 at 50                      | 100 0 0   | 10 0 0                | 20 0 0<br>25 0 0                                       | 155 0 0   | N.             |
| 9          | Moharrir                               | 40 8 0  | 4 1 0                 | ...  | 44 9 0    | N.             |
| 10         | Reader to Tahsildar                    | 51 8 0  | 5 2 0                 | ...  | 56 10 0   | N.             |
| 11         | Ledger Poster                          | 60 8 0  | 6 1 0                 | ...  | 66 9 0    | N.             |
| 12-20      | Patwaris 7 at 35, 1 at 32 and 1 at 30. | 307 0 0   | ...                   | ...  | 307 0 0   | N.             |
| 21-33      | Peons 7 at 15, 6 at 14.                | 189 0 0   | ...                   | ...  | 189 0 0   | 7 peons.<br>N. |
|            | Total                                  | 1,059 0 0   | 35 4 0                | 105 0 0  | 1,199 4 0 |                |
|            | B.—Building Section.                   |   |                       |  |           |                |
|            | (a) Supervisory Staff.                 |   |                       |  |           |                |
| 1          | Building Inspector                     | 150 0 0   | ...                   | 15 0 0<br>Motor cycle allowance.                       | 165 0 0   |                |
|            | Total                                  | 150 0 0   | ...                   | 15 0 0   | 165 0 0   |                |
|            | (b) Clerical and other establishment.  |   |                       |  |           |                |
| 1-2        | Overseers 2 at 85                      | 170 0 0   | ...                   | 6 0 0<br>Cycle allowance.                              | 176 0 0   |                |
| 3          | Building Surveyor                      | 70 0 0  | ...                   | 3 0 0<br>Cycle allowance.                              | 73 0 0    |                |
| 4-5        | Draftsman, 1 at 52-8-0, 1 at 40.       | 92 8 0  | ...                   | ...  | 92 8 0    |                |
| 6-7        | Clerks 2 at 42-8-0                     | 85 0 0  | ...                   | ...  | 85 0 0    |                |
| 8          | Clerk 1 at 40                          | 40 0 0  | ...                   | ...  | 40 0 0    |                |
| 9          | Ferro-Printer                          | 30 0 0  | ...                   | ...  | 30 0 0    |                |
| 10-11      | Peons 2 at 13                          | 26 0 0  | ...                   | ...  | 26 0 0    |                |
| 12-22      | Khallasis 11 at 14                     | 154 0 0   | ...                   | ...  | 154 0 0   |                |
|            | Total                                  | 667 8 0   | ...                   | 9 0 0  | 676 8 0   |                |
|            | Total B.—Building Section.             | 817 8 0   | ...                   | 24 0 0   | 841 8 0   |                |

Statement showing the strength of each branch of the office of the Delhi Improvement Trust as it stood on 1st November, 1938, together with pay, deputation or other allowances drawn by each and the proportion which the Superintendents or supervisory staff bears to the clerical and other establishment—concl'd.

| Serial No. | Name of post.                                     | Pay, deputation or other allowances due on 1st November 1938. |                       |                                       |            | Remarks. |
|------------|---|---|-----------------------|---------------------------------------|------------|----------|
|            |   | Pay.  | Deputation allowance. | Other allowances.                     | Total.     |          |
|            |   | Rs. A. P.   | Rs. A. P.             | Rs. A. P.                             | Rs. A. P.  |          |
|            |   | C.—ARCHITECTURAL SECTION. (Temporary.)                        |                       |                                       |            |          |
| 1          | (a) Supervisory Staff.<br>Architectural Assistant | 300 0 0   | 60 0 0                | 50 0 0<br>Motor conveyance allowance. | 410 0 0    |          |
|            | Total   | 300 0 0   | 60 0 0                | 50 0 0                                | 410 0 0    |          |
|            | (b) Clerical and other establishment.             |   |                       |                                       |            |          |
| 1          | Draftsman   | 100 0 0   | ...                   | ...                                   | 100 0 0    |          |
| 2-3        | Tracers, 2 at Rs. 40                              | 80 0 0  | ...                   | ...                                   | 80 0 0     |          |
| 4          | Peon  | 13 0 0  | ...                   | ...                                   | 13 0 0     |          |
| 5          | Khallasai   | 14 0 0  | ...                   | ...                                   | 14 0 0     |          |
|            | Total   | 207 0 0   | ...                   | ...                                   | 207 0 0    |          |
|            | Total C.—Architectural Section.                   | 507 0 0   | 60 0 0                | 50 0 0                                | 617 0 0    |          |
|            | Total A.—Lands Branch                             | 900 0 0   | ...                   | 157 8 0                               | 1,057 8 0  |          |
|            | B.—Building Section.                              | 150 0 0   | ...                   | 15 0 0                                | 165 0 0    |          |
|            | C.—Architectural Section.                         | 300 0 0   | 60 0 0                | 50 0 0                                | 410 0 0    |          |
| Nos.       | (a) Supervisory Staff                             | 1,350 0 0   | 60 0 0                | 222 8 0                               | 1,632 8 0  |          |
| 33         | Total A.—Lands Branch                             | 1,059 0 0   | 35 4 0                | 105 0 0                               | 1,199 4 0  |          |
| 22         | B.—Building Section.                              | 667 8 0   | ...                   | 9 0 0                                 | 676 8 0    |          |
| 5          | C.—Architectural Section.                         | 207 0 0   | ...                   | ...                                   | 207 0 0    |          |
| 60         | (b) Clerical and other Establishment.             | 1,933 8 0   | 35 4 0                | 114 0 0                               | 2,082 12 0 |          |
|            | Grand Total of:—                                  |   |                       |                                       |            |          |
|            | (a) Supervisory Staff plus.                       |   |                       |                                       |            |          |
|            | (b) Clerical and other establishment.             | 3,153 8 0   | 225 4 0               | 336 8 0                               | 3,715 4 0  |          |

Proportion :—(a) Supervisory staff 44 per cent. of total cost.

(b) Subordinate and clerical establishment 56 per cent. of total cost.

Numerical proportion 1 to 15.



Statements showing the strength of each Branch of the Office of the Delhi Improvement Trust as it stood on 1st November, 1938, together with pay, deputation or other allowances drawn by each and the proportion which the Superintendents or supervisory staff bears to the clerical and other establishment.

## ACCOUNTS DEPARTMENT.

| Serial No.                                   | Name of post.                 | Pay, deputation or other allowances due on 1st November, 1938. |                       |                                |            | Remarks.    |
|--|-------------------------------|--|-----------------------|--------------------------------|------------|-------------|
|  |                               | Pay.   | Deputation allowance. | Other allowances.              | Total.     |             |
|  |                               | Rs. A. P.  | Rs. A. P.             | Rs. A. P.                      | Rs. A. P.  |             |
| <i>(a) Supervisory Staff.</i>                |                               |  |                       |                                |            |             |
| 1  | Accounts Officer . . . . .    | 500 0 0  | ...                   | ...                            | 500 0 0    | A.          |
| 2  | Superintendent . . . . .      | 500 0 0  | 50 0 0                | ...                            | 550 0 0    | A.          |
|  | Total . . . . .               | 1,000 0 0  | 50 0 0                | ...                            | 1,050 0 0  |             |
| <i>(b) Clerical and other establishment.</i> |                               |  |                       |                                |            |             |
| 1  | Clerk . . . . .               | 175 0 0  | 17 8 0                | ...                            | 192 8 0    | A.          |
| 2  | Clerk . . . . .               | 160 0 0  | 16 0 0                | ...                            | 176 0 0    |             |
| 3  | Clerk . . . . .               | 104 0 0  | 10 6 0                | ...                            | 114 6 0    | A.          |
| 4  | Cashier . . . . .             | 55 0 0<br>15 0 0<br>Special pay.                               | 5 8 0                 | 7 8 0<br>Conveyance allowance. | 88 0 0     | N.          |
| 5  | Clerk . . . . .               | 40 0 0   | ...                   | ...                            | 40 0 0     |             |
| 6-7  | Two . . . . .                 | 15<br>14 } 29 0 0  | ...                   | ...                            | 29 0 0     | (1 peon N). |
| 8-9  | Two Treasure Guards . . . . . | 28 0 0   | ...                   | ...                            | 28 0 0     |             |
|  | Total . . . . .               | 606 0 0  | 49 6 0                | 7 8 0                          | 662 14 0   |             |
|  | Grand Total . . . . .         | 1,606 0 0  | 99 6 0                | 7 8 0                          | 1,712 14 0 |             |

Proportion :—Supervisory establishment . . . . . 61 per cent.  
Subordinate establishment . . . . . 39 per cent. } of the total cost.  
Numerical proportion 2 to 9.

## NOTE.—

'N' means staff that was employed in the old Nazul Office prior to the formation of the Trust. This staff is now treated as on foreign service. The scale of pay applicable to these men is the same as that which applied in the old Nazul Office.

'A' means staff belonging to the office of the Accountant General, Central Revenues. The scale of pay applicable to them is that of the office of the Accountant General.

Information promised in reply to parts (a) and (b) of starred question No. 1673 asked by Mr. Brojendra Narayan Chaudhury on the 1st December, 1938.

## CLASSIFICATION OF INCOME FROM FISHERIES FOR ASSESSMENT OF INCOME-TAX IN CERTAIN PLACES IN ASSAM.

(a) Income from fisheries is classed neither under 'Property' nor under 'Business' but under 'Other sources'.

(b) Yes.

*Information promised in reply to starred questions Nos. 1710 and 1711 asked by Sheikh Rafiuddin Ahmad Siddiquee on the 2nd December, 1938.*

**MUSLIM CLERKS IN THE DIVISIONAL OFFICE, QUETTA.**

*Starred question No. 1710.—(a) and (b). I am placing on the table the following statements relating to the Divisional Superintendent's office at Quetta :*

I.—Showing by communities the permanent staff, numbering 104, as detailed in the statement previously given.

II.—Showing by communities the temporary staff employed in the Divisional Superintendent's office.

III.—Showing the designation, pay, grade and duties of Muslim clerks.

**STATEMENT I.**

*Statement showing by communities permanent staff; numbering 104, as shown in the statement previously given.*

|                                    | Hindus. | Muslims. | Sikhs. | Christians. | Total. |
|------------------------------------|---------|----------|--------|-------------|--------|
| <i>Old scales.</i>                 |         |          |        |             |        |
| Grade VII (400—20—500)             | 1       | ..       | ..     | ..          | 1      |
| Grade VI (285—15—330)              | ..      | ..       | ..     | ..          | ..     |
| Grade V (215—15—275)               | 1       | ..       | ..     | ..          | 1      |
| Grade IV (160—10—200)              | 4       | ..       | 2      | ..          | 6      |
| Grade III (100—5—140)              | 10      | 2        | 3      | ..          | 15     |
| Grade II (68—4—80—5—95)            | 26      | 12       | 3      | 1           | 42     |
| Grade I (20—3—60)                  | 19      | 6        | 1      | ..          | } 39   |
| Class I, Grade I (30—5—50—5/2—60). | 6       | 6        | 1      | ..          |        |
|                                    |         |          |        |             | 104    |

**STATEMENT II.**

*Statement showing by communities the temporary staff employed in the Divisional Superintendent's office.*

|  | Hindus. | Muslims. | Sikhs. | Christians. | Total. |
|--|---------|----------|--------|-------------|--------|
| Class III, Grade I, 200                | 1       | ..       | ..     | ..          | 1      |
| Class II, Grade 3, 160                 | 1       | ..       | 1      | ..          | 2      |
| Class II, Grade I, 100—10/2 years—120  | 4       | 3        | 1      | ..          | 8      |
| Class I, Grade II, 65—5/2 years—85     | 4       | 14       | 1      | ..          | 19     |
| Class I, Grade I, 30—5—50—5/2 years—60 | 7       | 6        | 3      | 1           | 16     |
|  |         |          |        |             | 46     |

## STATEMENT III.

*Statement showing the designation, pay, grade and duties of Muslim clerks.*

| Designation.             | Grade.                 | Pay. | Duties performed.  |
|--------------------------|------------------------|------|--|
| 1                        | 2                      | 3    | 4  |
|                          |                        | Rs.  |  |
| <b>Personnel Branch.</b> |                        |      |  |
| Head P. II . . .         | III . . .              | 140  | Deals with inferior and labour staff, job analysis and economy proposals, and supervises the work of his sub-branch.   |
| „ Bills . . .            | III . . .              | 120  | Prepares salary and travelling allowance bills of Gazetted officers and supervises the work of his sub-branch.   |
| Acme Clerk . . .         | II . . .               | 95   | Maintains the service records of subordinate staff and prepares increment, promotion, confirmation rolls, etc.   |
| Clerk . . .              | II . . .               | 95   | Deals with Reconstruction Staff and Divisional Superintendent's Office Staff and also prepares salary and travelling Allowance Bills of the former.  |
| Clerk . . .              | II . . .               | 85   | Deals with cases of Transportation, Medical, Electrical and Carriage and Wagon subordinate staff.  |
| Clerk . . .              | II . . .               | 90   | Prepares salary and travelling allowance bills.  |
| Clerk . . .              | I . . .                | 60   | Record Keeper.   |
| <b>Works Branch.</b>     |                        |      |  |
| Clerk . . .              | II . . .               | 95   | Deals with<br>Land acquisition, relinquishment and leases of land.<br>Watering arrangements.<br>Flood protection works.<br>List of buildings.<br>Maintenance of service buildings.<br>Telegraphs and Telephones.<br>Register of estimates.<br>Maintenance of Hospital Buildings. |
| Clerk . . .              | II . . .               | 80   | Deals with:<br>Leasing of Railway property (except land).<br>Bridges and tunnels.<br>Service works.<br>Level crossings.<br>Assisted sidings.<br>Allotment of quarters (including maintenance).<br>Roads.<br>Cash impreet.<br>Electric arrangements.<br>Speed restriction.        |
| Clerk . . .              | II . . .               | 95   | Deals with requisitions and Debit Schedules of special works and correspondence in connection therewith. Compiles monthly progress reports of Permanent Way Renewals.<br>Maintains liability register of Special Works.  |
| Clerk . . .              | II (Offg.)<br>60<br>12 |      | Deals with requisitions of ordinary renewals, maintenance other than Permanent Way and special Capital and new minor works including correspondence.<br>Passes Debit Schedules,<br>Checks Petty Store Returns and charged off accounts.<br>Checks material statement.            |
|                          | <hr/> 72               |      |  |

*Statement showing the designation, pay, grade and duties of Muslim clerks—contd.*

| Designation.               | Grade.                 | Pay. | Duties performed.   |
|----------------------------|------------------------|------|---|
| 1                          | 2                      | 3    | 4   |
|                            |                        | Rs.  |   |
| <b>Works Branch—contd.</b> |                        |      |   |
| Clerk . . .                | II(Offg.).<br>60<br>12 | ..   | Exercises audit checks on muster sheets, Contractors' bills, work orders, etc.<br>Allocates and checks incidence of cost of estimates, verification of payments from original or paid muster sheets, vouchers, etc.<br>Correspondence in connection with the above.<br>Upkeep of registers connected with the works, tenders work and upkeep of schedules of rates, etc., and generally supervises the work done by his assistant and is responsible for efficient work of the S. D. Os. allotted to him. |
|                            | 72                     |      |   |
| Clerk . . .                | I .                    | 57   | Checks muster sheets, contractor's bills, work orders and post work registers, etc.   |
| Temporary Clerk .          | Grade I,<br>Class I,   | 30   | Assists others in comparison work and deals with :<br>Mosques, temples, praying spaces.<br>Refreshment rooms, running rooms and rest houses.<br>Sanitation.<br>Plantation.<br>Signalling and interlocking.<br>Monthly list of works sanctioned by the Divisional Superintendent and the General Manager.<br>Institutes and sports clubs.  |

**Copying Branch.**

|                    |                      |    |   |
|--------------------|----------------------|----|---|
| Head Typist . . .  | II .                 | 95 | General supervision, checking of type letters and distribution of work among typists. |
| Typist . . .       | I .                  | 60 | Typing of letters, etc.   |
| Typist . . .       | Class I,<br>Grade I. | 35 | Ditto.  |
| Typist . . .       | Do. .                | 45 | Ditto.  |
| Temporary Typist . | Do. .                | 30 | Ditto.  |

**Transportation Branch.**

|             |                      |    |   |
|-------------|----------------------|----|---|
| Clerk . . . | II                   | 80 | Correspondence in regard to supply and issue of coal to and from sheds and coal and cinder handling bills of contractors. |
| Clerk . . . | Grade II<br>Offg.    | 76 | Correspondence in regard to supply of stores to sheds, Train Examiners and Electrical Chargemen.                          |
| Clerk . . . | Class I,<br>Grade I. | 35 | Assistant to No. 2 above.   |

**Train Control.**

|                |       |    |   |
|----------------|-------|----|---|
| Recorder . . . | Do.   | 35 | Card indexing of wagons received and despatched on every station of the Division. |
| Recorder . . . | Do. . | 35 | Ditto.  |

## Statement showing the designation, pay, grade and duties of Muslim clerks—contd.

| Designation.                  | Grade.                | Pay. | Duties performed.   |
|-------------------------------|-----------------------|------|---|
| 1                             | 2                     | 3    | 4   |
|                               |                       | Rs.  |   |
| <i>Commercial Branch.</i>     |                       |      |   |
| Temporary Clerk               | Class I,<br>Grade I.  | 35   | Deals with special Ticket 'Examiners' cases.  |
| <i>Reconstruction Branch.</i> |                       |      |   |
| Depot Store Clerk             | Class II,<br>Grade I. | 100  | Valuation of site account.<br>Maintenance of tools and plants.<br>Adjustment of site accounts.<br>Maintenance register of requisitions.   |
| Clerk                         | Class I,<br>Grade II. | 65   | Posts register of works and totalling.<br>Helps in miscellaneous work.  |
| Clerk                         | Class I,<br>Grade II. | 65   | Muster sheets.<br>Contractors' bills.<br>Labour applications.   |
| Draughtsman                   | II                    | 90   | Records of bills and muster sheets.<br>Prepares renewal and other programmes.<br>Maintains P. Way diagrams and renewal graphs.<br>Keeps a proper account of all the drawing instruments in use or in stock. |
| Do.                           | II                    | 80   | Record-keeper. Keeps an account of and distributes drawing stationery.  |
| Ty. Draughtsman               | Class I,<br>Grade II. | 65   | Prepares drawings in connection with the preparation of water manual.   |
| Do.                           | Do.                   | 70   | Prepares drawings.  |
| Tracer                        | I                     | 48   | Prepares tracings and occasionally simple drawings.   |
| Tracer Temporary              | Class I,<br>Grade I.  | 45   | Prepares tracings.  |
| Draughtsman                   | Class II,<br>Grade I. | 100  | } Prepare drawings.   |
| Do.                           | Do.                   | 100  |   |
| Do.                           | Class I,<br>Grade II. | 70   |   |
| Do.                           | Do.                   | 65   |   |
| Do.                           | Do.                   | 65   |   |
| Do.                           | Do.                   | 65   |   |
| Do.                           | Do.                   | 65   |   |
| Tracer                        | Class I,<br>Grade I.  | 35   | Prepares tracings.  |
| Estimator                     | Class I,<br>Grade II. | 65   | } Estimate and check contractors' Final Bills.  |
| Do.                           | Do.                   | 65   |   |
| Do.                           | Do.                   | 65   |   |
| Do.                           | Do.                   | 65   |   |

## PROMOTION OF MUSLIM UPPER SUBORDINATES ON RAILWAYS.

Starred question No. 1711.—(a) Seven, on the four State-managed Railways.

(b) Yes. I may add that the communal percentage fixed by Government relate only to direct recruitment and not to promotions in the service, which are made on the basis of seniority and merit, regardless of communal considerations.

(c) I understand the question refers to those Muslims who have been promoted to the lower gazetted service. The particulars required are as follows :

| Before promotion to Lower Gazetted Service. |                                    |                   |      | On promotion to Lower Gazetted Service. |            |                |
|---|------------------------------------|-------------------|------|---|------------|----------------|
| Railway.                                    | Designation.                       | Grade.            | Pay. | Designation.                            | Grade.     | Pay.           |
|   |                                    |                   | Rs.  |   |            | Rs.            |
| Eastern Bengal.                             | Chief Crew Inspector.              | 240—20—460        | 400  | Assistant Crew Officer                  | 350—30—800 | 410            |
| Great Indian Peninsula.                     | Supervisor                         | 375               | 375  | Assistant Engineer .                    | 350—30—800 | 620<br>P. A. 5 |
| Do. .                                       | Do.                                | 300               | 300  | Do.                                     | 350—30—800 | 350            |
| North Western                               | Inspector of Works.                | 400—25—450        | 450  | Do.                                     | 350—30—800 | 500            |
| Do. .                                       | Do.                                | 170—10—300—15—375 | 290  | Do.                                     | 350—30—800 | 380            |
| Do. .                                       | Superintendent, Commercial Branch. | 400—20—500        | 500  | Assistant Commercial Officer.           | 350—30—800 | 590            |
| Do. .                                       | Labour Warden                      | 360—20—500        | 500  | Assistant Personnel Officer.            | 350—30—800 | 620            |

*Information promised in reply to starred question No. 1714 asked by Babu Kailash Behari Lal on the 2nd December, 1938.*

#### CHANGE OF THE NAME OF BUDHAM GHAT RAILWAY STATION TO THAT OF MURHO.

(a) and (b). Budham Ghat station dates from the original construction of the railway. It fell within a mile of the important ferry which then existed at the ghat of village Budhma (or Boodham). Owing to the encroachment of the river Kosi the line is now being reconstructed. The present name of the station is being retained. Murho village is about a mile and a half south of the proposed site of the station and the village of Budhma is about a mile north. The latter is, therefore, actually nearer.

*Information promised in reply to starred question No. 1742 asked by Mr. Lalchand Navalrai on the 2nd December, 1938.*

#### DISCHARGE OF WORKMEN OF THE RAILWAY WORKSHOP, SUKKUR.

(a) The discharge of permanent workmen is not under consideration.

(b) The records of 1926 show that the number then was approximately 2,300 as against about 1,260 at present. A further reduction, by the transfer of men to other workshops, may be necessary if it is decided to arrange for certain items of work now done in the Sukkur workshops to be done elsewhere. The last part of the question does not therefore arise.

*Information promised in reply to starred question No. 1746 asked by Maulvi Muhammad Abdul Ghani on the 2nd December, 1938.*

**CONTRACTORS EMPLOYED FOR THE SALE OF AERATED WATER IN RUNNING TRAINS.**

(a) and (b). The information is given in the subjoined statement :

| Railway.               | Number of contractors employed for the sale of aerated water in running trains, 1931-1938. | Nationality of contractors.              |
|------------------------|--|--|
| Eastern Bengal         | Two  | One Parsee firm.<br>One Hindu firm.      |
| East Indian            | One  | Parsee firm.                             |
| Great Indian Peninsula | One  | Parsee firm.                             |
| North Western          | 1931-33, Four  | 2 Hindu firms.<br>2 European firms.      |
|                        | 1934-38, Three   | 2 Hindu contractors.<br>1 European firm. |

(c) I would refer the Honourable Member to the reply I gave to part (b) of his starred question No. 1747 on the 2nd December, 1938.

*Information promised in reply to starred question No. 1751 asked by Mr. Kuladhar Chaliha on the 2nd December, 1938.*

**INCONVENIENCES TO PILGRIMS AT RANAGHAT RAILWAY STATION.**

(a) Approximately 45,000 pilgrims. The maximum number waiting at any one time was about 3,500. They had to wait for about 3 hours only and were cleared by additional special trains.

(b) About 500 passengers, but the main and island platforms both of which are partially covered in, were also utilised by pilgrims waiting for trains.

(c) See (a) above. The train service provided rendered an overnight wait unnecessary.

Sanitary arrangements were looked after by the Railway sanitary staff supervised by a Sanitary Inspector and a Sub-Assistant Surgeon.

(d) The station premises and latrines were cleaned several times each day by the Railway sweepers and Sanitary staff. No case of cholera was reported at the station nor was any report received of cholera having been carried from the station to the town.

(e) Yes, the Railway Administration in consultation with the Steamer Companies, estimated the total amount of passengers to be expected. In addition, the Steamer Companies telegraphed daily from Chandpur, Narayanganj and Barisal, the number of pilgrims travelling by their steamers and the total numbers estimated as travelling to Nabadwip via Ranaghat was about 39,000, but the train service from Ranaghat was so arranged that a long wait at that station was not anticipated with the traffic expected.

Information promised in reply to starred question No. 1752 asked by Mr. Muhammad Ashar Ali on the 2nd December, 1938.

DISCOURAGEMENT TO STAFF FROM JOINING TRADE UNIONS IN THE DELHI DIVISION OF THE NORTH WESTERN RAILWAY.

(a) No.

(b) to (d). Do not arise.

Information promised in reply to unstarred questions Nos. 130, 131, 132 and 133 asked by Qazi Muhammad Ahmad Kazmi on the 2nd December, 1938.

PETTY CONSTRUCTIONS AT THE HARDWAR RAILWAY STATION.

unstarred question No. 130.—(a) Yes.

(b) Some were done by contract, and others departmentally.

(c) Tenders were invited for all works costing Rs. 5,000 or above with the exception of a few cases where the rule was relaxed with the consent of competent authority in the interests of the work.

(d) In most cases contractors were paid within six months, but in a few cases delay occurred owing to contractors having submitted claims which had to be settled.

(e) A list is attached giving the information asked for.

List of all the contractors and the work-orders issued for all works done during the Remodelling of the Station Yard and in connection with the Kumbh Mela at Hardwar.

| Serial No. | Work-order. |         | Contractor.      | Name of work.  | Approximate cost. | Date of payment. |
|------------|-------------|---------|------------------|--|-------------------|------------------|
|            | No.         | Date.   |                  |  |                   |                  |
| 1936-37.   |             |         |                  |  |                   |                  |
| 1          | 105         | 12-1-37 | Mr. Brijlal Suri | Improvement to the existing pens for III class passengers at Hardwar in connection with improvement to the Hardwar Station.                                      | 5,000 0           | 11-6-37          |
| 2          | 109         | Do.     | Do.              | Construction of station Approach road at Hardwar in connection with remodelling Hardwar Yard.  | 5,000 0           | Do.              |
| Suppl.     | 24          | 1-6-37  | ...              | Do. do.  | ...               | ...              |
| 3          | 110         | 12-1-37 | Mr. Sadullah     | Additions and alterations to station building, waiting room, parcels and luggage office, banias' shop at Hardwar in connection with remodelling of Hardwar yard. | 4,500 0           | 26-1-38          |
| Suppl.     | 81          | 25-6-37 |                  |  |                   |                  |
| 4          | 116         | 25-1-37 | Do.              | Providing goods platform at Hardwar in connection with remodelling Hardwar yard.   | 3,350 0           | 16-9-37          |
| Suppl.     | 29          | 19-6-37 |                  |  |                   |                  |



List of all the contractors and the work-orders issued for all works done during the Remodelling of the Station Yard and in connection with the Kumbh Mela at Hardwar—contd.

| Serial No.     | Work-order. |          | Contractor.               | Name of work.  | Approximate cost. | Date of payment. |
|----------------|-------------|----------|---------------------------|--|-------------------|------------------|
|                | No.         | Date.    |                           |  |                   |                  |
| 1936-37—contd. |             |          |                           |  |                   |                  |
| 5              | 126         | 2-2-37   | Mr. Sadullah              | Providing the bar platform around goods shed area at Hardwar in connection with Hardwar remodelling.   | 2,468 0           | 7-10-37          |
| 6              | 140         | 18-2-37  | Do.                       | Dismantling and rebuilding goods shed at Hardwar in connection with remodelling Hardwar yard.  | 4,000 0           | Do.              |
| Suppl.         | 30          | 21-6-37  |                           |  |                   |                  |
| 7              | 141         | 18-2-37  | Mr. Brijlal Suri          | The extension of the main platform on the south end at Hardwar in connection with improvement at Hardwar Station.  | 1,500 0           | 1-6-37           |
| 8              | 142         | Do.      | Mr. Sadullah              | The extension of the main platform on the north end of station building at Hardwar.  | 300 0             | 21-2-38          |
| Suppl.         | 42          | 21-7-37  |                           |  |                   |                  |
| 1937-38.       |             |          |                           |  |                   |                  |
| 9              | 11          | 8-5-37   | Mr. Mohd. Amin            | Earthwork for the proposed temporary new crossing station between Chodiala and Ballakheri.   | 240 0             | 24-2-38          |
| 10             | 14          | 19-5-37  | Mr. Raghbir Singh.        | Earthwork in connection with doubling the track from mile 4/22 to 6/19 between Athal and Faithal in connection with Kumbh Mela at Hardwar.   | 5,800 0           | 29-2-38          |
| 11             | 15          | Do.      | M/s. L. P. Pandey & Sons. | Earthwork in connection with doubling the track from mile 6/19 to mile 8/15  | 5,500 0           | 18-1-38          |
| 12             | 21/23       | 1-6-37   | Do.                       | Widening of island platform at Hardwar.  | 5,000 0           | 10-1-38          |
| Suppl.         | 82          | 18-10-37 |                           |  |                   |                  |
| 13             | 7           | 10-5-37  | Mr. Raghbir Singh.        | Earthwork in formation for providing loop line at Suaheri in connection with Kumbh Mela.   | 500 0             | 12-10-37         |
| 14             | 8           | Do.      | Do.                       | Earthwork in formation for providing loop line at Balkana.   | 400 0             | 19-10-38         |
| 15             | 84          | 21-2-38  | Mr. Mohd. Amin            | Temporary accommodation for staff on C. B. M. Branch stations in connection with Kumbh Mela.   | 600 0             | 17-4-38          |
| 16             | NW/26/37    | 24-9-37  | M/s. L. P. Pandey & Sons. | Construction of Station building at Hardwar.   | 26,949 12         | ...              |
| 17             | 33          | 26-6-37  | Mr. Sadullah              | Underground cables in Mela enclosures and approach road at Hardwar to be raised to 3 feet deep from the ground level in pucca trenches with 6 feet of sand around. The cables to make 12 pucca inspection holes. | 224 5             | 16-10-37         |

List of all the contractors and the work-orders issued for all works done during the Remodelling of the Station Yard and in connection with the Kumbh Mela at Hardwar—contd.

| Serial No.     | Work-order. |          | Contractor.               | Name of work.  | Approximate cost. | Date of payment. |
|----------------|-------------|----------|---------------------------|--|-------------------|------------------|
|                | No.         | Date.    |                           |  |                   |                  |
| 1937-38—contd. |             |          |                           |  |                   |                  |
| 18             | 34          | 5-7-37   | Mr. A. N. Ghadoke         | Earthwork in connection with doubling the track from mile 6/19 to 7/12 between Althal and Pathri in connection with Kumbh Mela at Hardwar. | 2,600 0           | 12-11-37         |
| 19             | 35          | 12-7-37  | Mr. Sadullah              | Construction of Boundary wall from the new goods shed enclosure to vendors' stall at Hardwar.  | 1,200 0           | 29-11-37         |
| 20             | 36          | 14-7-37  | Mr. Murarihal Kohli.      | Supply of 1st class red moorum to Inspector of Works, Boorkee, at Hardwar.   | 200 0             | 7-9-38           |
| 21             | 43          | 31-7-37  | Mr. Sadullah              | Providing mela platform in connection with Kumbh Mela at Hardwar.  | 3,346 0           | 6-11-37          |
| 22             | 46          | 2-8-37   | M/s. L. P. Pandey & Sons. | Providing foundations for the new station building at Hardwar.   | 4,850 0           | 9-4-38           |
| 23             | 51          | 12-8-37  | Mr. Intias Husain.        | Redoing cabins for avoiding line at Laksar.  | 225 0             | 8-12-37          |
| 24             | 55          | 17-8-37  | M/s. L.P. Pandey & Sons.  | Providing drains in pens at Hardwar in connection with remodelling at Hardwar.   | 1,200 0           | 7-9-38           |
| 25             | 56          | 19-8-37  | Mr. Sadullah              | Construction of goods shed approach road and culverts in connection with Hardwar remodelling.  | 2,900 0           | 9-4-38           |
| Suppl.         | 106         | 30-10-37 | ...                       | ...  | 2,500 0           | ...              |
| Suppl.         | 279         | 31-3-38  | ...                       | ...  | 160 0             | ...              |
| 26             | 67          | 8-9-37   | M/s. L. P. Pandey & Sons. | Earthwork for providing new siding behind old goods platform at Hardwar in connection with remodelling Hardwar yard.                       | 600 0             | 9-4-38           |
| 27             | 68          | 8-9-37   | Do.                       | Construction of station approach road at Hardwar in connection with remodelling Hardwar yard.  | 3,000 0           | 12-4-38          |
| Suppl.         | 291         | 8-4-38   | ...                       | ...  | ...               | ...              |
| 28             | 76          | 11-10-37 | Mr. Sadullah              | Construction of battery charging Room at Hardwar in connection with remodelling Hardwar yard.  | 600 0             | 12-1-38          |
| 29             | 83          | 15-10-37 | Do.                       | Dismantling the old motor ramp and rebuilding a new one at Hardwar in connection with remodelling Hardwar yard.                            | 512 0             | 12-1-38          |
| 30             | 84          | 16-10-37 | Do.                       | Vendors stall at Hardwar in connection with remodelling Hardwar yard.  | 2,990 0           | 29-6-38          |
| Suppl.         | 190         | 19-3-38  | ...                       | ...  | 1,100 0           | ...              |
| 31             | 85          | 19-10-37 | Mr. Sadullah              | Additions and alterations to lod banias' shop at Hardwar in connection with remodelling Hardwar yard.                                      | 325 0             | ...              |

List of all the contractors and the work-orders issued for all works done during the Remodelling of the Station Yard and in connection with the Kumbh Mela at Hardwar—contd.

| Serial No.     | Work-order. |          | Contractor.                            | Name of work.  | Approximate cost. | Date of payment. |
|----------------|-------------|----------|--|--|-------------------|------------------|
|                | No.         | Date.    |  |  |                   |                  |
| 1937-38—contd. |             |          |  |  |                   |                  |
| 32             | 90          | 21-10-37 | Mr. A. N. Gadboke                      | Earthwork in connection with temporary new crossing station between Jawalapur and Pashri.  | 375 0             | 7-1-38           |
| 33             | 91          | 25-10-37 | Mr. Sadullah                           | Parcel office to be converted into Railway Magistrate's court at Hardwar in connection with remodelling.                                 | 100 0             | ...              |
| 34             | 92          | 25-10-37 | M/s. L. P. Pandey & Sons.              | Extending wall of platform No. 3 at Hardwar in connection with remodelling Hardwar yard.   | 700 0             | 17-11-37         |
| 35             | 96          | 26-10-37 | Mr. Sadullah                           | Loading and unloading of materials in connection with Kumbh Mela at Hardwar.   | 300 0             | ...              |
| 36             | 118         | 15-11-37 | Do.                                    | Dismantling and rebuilding coal bin in connection with remodelling Hardwar yard.   | 464 0             | 12-1-38          |
| 37             | 126         | 1-12-37  | Mr. A. N. Gadboke                      | Erection of bamboo fencing at Hardwar in connection with Kumbh Mela works at Hardwar.  | 1,000 0           | 22-2-38          |
| 38             | 42          | 15-12-37 | Mr. J. B. Norton & Sons.               | Providing sanitary arrangements at Hardwar.  | 14,850 0          | ...              |
| Suppl.         | ...         | 2-2-38   | Do.                                    | Do. do.  | 2,122 8           | ...              |
| 39             | 140         | 20-12-37 | M/s. Mukhtar Husan Abdul Salam Nizami. | Barbed wire fencing along the north boundary of Hardwar Station yard.  | 900 0             | 2-2-38           |
| 40             | 145         | 21-12-37 | Do.                                    | Repairing and painting approach road in front of station building at Hardwar.  | 1,480 0           | 14-4-38          |
| 41             | 150         | 24-1-38  | Mr. Sadullah                           | Loading and unloading of material in connection with Kumbh Mela at Hardwar.  | 800 0             | ...              |
| 42             | 151         | Do.      | Mr. Imtias Husain.                     | Temporary watering arrangements at R.K. for Kumbh Mela, 1938.  | 250 0             | 21-3-38          |
| 43             | 153         | 23-1-38  | Mr. A. N. Gadboke                      | Erection of sleeper fencing at Hardwar in connection with Kumbh Mela, 1938.  | 700 0             | 20-3-38          |
| 44             | 154         | 1-2-38   | Mr. Lahori Ram                         | Manufacture and erection of 2 control towers near Mela platform and on Island near Har Ki Pabri at Hardwar.                              | 400 0             | 14-7-38          |
| Suppl.         | 12          | 16-5-38  | Do.                                    | Do. do.  | 90 0              | ...              |
| 45             | 156         | 1-2-38   | Mr. Sadullah                           | Loading and unloading material in connection with temporary doubling between Aithal and Pashri in connection with Kumbh Mela at Hardwar. | 1,700 0           | ...              |

List of all the contractors and the work-orders issued for all works done during the Remodelling of the Station Yard and in connection with the Kumbh Mela at Hardwar—contd.

| Serial No.     | Work-order. |         | Contractor.             | Name of work.   | Approximate cost. | Date of payment. |
|----------------|-------------|---------|-------------------------|---|-------------------|------------------|
|                | No.         | Date.   |                         |   |                   |                  |
| Rs. A.         |             |         |                         |   |                   |                  |
| 1937-38—contd. |             |         |                         |   |                   |                  |
| 46             | 156         | 1-2-38  | Mr. Sadullah            | Loading and unloading material in connection with Kumbh Mela arrangements.                                    | 80 0              | 15-9-38          |
| 47             | 159         | 2-2-38  | Mr. A. N. Gadboke       | Repairing and remodelling goods shed at Rikhhresh in connection with Kumbh Mela, 1938.                        | 250 0             | 21-3-38          |
| 48             | 160         | Do.     | M/s. Khayal Ram & Sons. | Supplying on hire tents, shoulderies, shamanas in connection with Kumbh Mela at Hardwar during 1938.          | 5,974 4           | 2-8-38           |
| 49             | 164         | 8-2-38  | Mr. Mukhtar Ahmed.      | Supply of labour to work at Hardwar.  | 155 0             | 26-3-38          |
| 50             | 168         | 22-2-38 | M/s. Kanhya Lal & Sons. | Supply of marble tablets for Hardwar.   | 61 0              | 11-4-38          |
| 51             | 170         | 23-2-38 | Mr. Sukhawat Hussain.   | Supply of 1,600 chatais for Kumbh Mela, Hardwar.  | 250 0             | 23-2-38          |
| 52             | 174         | 9-3-38  | Mr. A. N. Gadboke       | Erecting old sleeper fencing and other temporary works at Rikhhresh in connection with Kumbh Mela, Hardwar.   | 1,500 0           | 20-6-38          |
| Suppl.         | 275         | 20-3-38 |                         |   |                   |                  |
| 53             | 176         | 18-3-38 | Mr. Hardia Singh        | Erecting old sleeper fencing and other temporary works at Raiwala in connection with Kumbh Mela, Hardwar.     | 275 0             | 23-4-38          |
| 54             | 177         | Do.     | Mr. Sadullah            | Erecting old sleeper fencing and other temporary works at Jawalapur in connection with Kumbh Mela at Hardwar. | 800 0             | Do.              |
| Suppl.         | 277         | 20-3-38 |                         |   |                   |                  |
| 55             | 179         | 18-3-38 | Mr. M. Abdul Latif.     | Erection of temporary enquiry offices at Hardwar.   | 200 0             | 15-9-38          |
| 56             | 181         | Do.     | Do.                     | Erection of temporary first-aid hut and hut for lost persons under the Crows' Nest at Hardwar.                | 140 0             | 20-9-38          |
| 57             | 180         | Do.     | Do.                     | Erection of temporary signal goomties.  | 190 0             | 15-9-38          |
| 58             | 182         | Do.     | Do.                     | Temporary vendors' stall in circulating area at Hardwar.  | 90 0              | 6-10-38          |
| 59             | 183         | Do.     | Mr. Sadullah            | Making sleeper walling in front of block No. T. 115, T. 12 and E. 2 in connection with Kumbh Mela at Hardwar. | 40 0              | 12-4-38          |
| 60             | 184         | 18-3-38 | Mr. Mukhtar Hussain.    | Erection of sleeper walling in Rikhhresh pen and staff quarters at Hardwar.                                   | 500 0             | 14-4-38          |

List of all the contractors and the work-orders issued for all works done during the Remodelling of the Station Yard and in connection with the Kumbh Mela at Hardwar—contd.

| Serial No.     | Work-order. |         | Contractor.               | Name of work.  | Approximate cost. | Date of payment. |
|----------------|-------------|---------|---------------------------|--|-------------------|------------------|
|                | No.         | Date.   |                           |  |                   |                  |
| 1927-28—contd. |             |         |                           |  |                   |                  |
| 61             | 185         | 18-3-28 | Mr. Sadullah              | Erecting guard rail barrier along face of goods shed platform wall at Hardwar.                                     | 300 0             | 31-3-28          |
| 62             | 186         | Do.     | Do.                       | Making pucca ramp for goods shed platform to goods shed road at Hardwar.   | 40 0              | 31-3-28          |
| 63             | 187         | Do.     | Do.                       | Erecting electric light poles, rail posts and sal bulls posts and guying anchors at Hardwar.                       | 1,520 0           | 31-3-28          |
| 64             | 188         | 19-3-28 | Do.                       | Additions and alterations to G. R. Police office at Hardwar.   | 300 0             | 14-4-28          |
| 65             | 191         | Do.     | Do.                       | Repairs to floors and wall of old Inspector's rest room and bathroom at Hardwar.                                   | 280 0             | 14-4-28          |
| 66             | 192         | Do.     | M/s. L. P. Pandey & Sons. | Spreading moorum on island platform at Hardwar.  | 125 0             | 31-3-28          |
| 67             | 193         | Do.     | Mr. Sadullah              | Providing shelves in battery charging room at Hardwar.   | 90 0              | Do.              |
| 68             | 197         | Do.     | Do.                       | Building pucca brick pillars and manufacturing gates and palisade fencing at entrance of goods shed road, Hardwar. | 140 0             | Do.              |
| 69             | 198         | Do.     | Do.                       | Making sump in front of retiring room at Hardwar.  | 75 0              | Do.              |
| 70             | 199         | Do.     | M/s. L. P. Pandey & Sons. | Building 40' asphalt near loco. shed at Hardwar in connection with Kumbh Mela.                                     | 800 0             | Do.              |
| 71             | 203         | 21-3-28 | Mr. Sadullah              | Building temporary luggage and parcel offices in front of retiring room at Hardwar.                                | 550 0             | 9-4-28           |
| 72             | 207         | Do.     | Do.                       | Making E. C. shelves for records in new goods shed at Hardwar.   | 110 0             | 8-4-28           |
| 73             | 208         | Do.     | Do.                       | Mela platform—erection of the bar fencing sliding gates and sleeper walling at Hardwar.                            | 2,100 0           | 11-11-28         |
| 74             | 210         | Do.     | Do.                       | Building temporary office under overhead tank for power department at Hardwar.                                     | 270 0             | 23-4-28          |
| 75             | 212         | Do.     | Do.                       | Hardwar Station—Providing dade and floor in III class waiting hall.  | 1,980 0           | 14-7-28          |
| 76             | 214         | Do.     | M/s. L. P. Pandey & Sons. | Building temporary urinals in front of the III class waiting hall at Hardwar.                                      | 30 0              | 9-4-28           |

List of all the contractors and the work-orders issued for all works done during the Remodelling of the Station Yard and in connection with the Kumbh Mela at Hardwar—contd.

| Serial No.     | Work-order. |                | Contractor.                 | Name of work.   | Approximate cost. | Date of payment. |
|----------------|-------------|----------------|-----------------------------|---|-------------------|------------------|
|                | No.         | Date.          |                             |   |                   |                  |
| Rs. A.         |             |                |                             |   |                   |                  |
| 1937-38—contd. |             |                |                             |   |                   |                  |
| 77             | 215         | 21-3-38        | Ganga Glass Works, Balawali | Supplying of broken glasses for Hardwar in connection with Kumbh Mela.  | 91 0              | 31-3-38          |
| 78             | 216         | 22-3-38        | Mr. Mukhtar Husain.         | Erecting and manufacturing dwarf tie bar palisade fencing round station garden and parcel office and crews nest at Hardwar. | 1,215 0           | 30-4-38          |
| 79             | 217         | Do.            | Mr. Sadulla                 | Erecting tie bar palisading fencing along old goods shed road at Hardwar.   | 550 0             | 12-7-38          |
| 80             | 218         | Do.            | Do.                         | Erecting old sleeper fencing etc. in connection with Closing with Bhimgoda and Tunnel Halts.                                | 240 0             | 22-4-38          |
| 81             | 220         | Do.            | Mr. Lohari Ram              | Manufacturing and erecting Lean shed on station platform in front of pilgrim Pans at Hardwar.                               | 800 0             | 31-3-38          |
| 82             | 221         | Do.            | Do.                         | Erecting temporary enquiry office on Rohri Island for Kumbh Mela at Hardwar.  | 400 0             | 5-8-38           |
| 83 Suppl.      | 222 18      | 22-3-38 7-7-38 | Mr. Mukhtar Hassan.         | Manufacturing and erecting of Sliding gates and swing gates at Hardwar.   | 7,425 0           | 14-7-38          |
| 84             | 223         | 22-3-38        | Do.                         | Erecting and manufacturing Tie bar Palisading along Goose Shed Road including motor Ramp at Hardwar.                        | 800 0             | 14-6-38          |
| 85             | 224         | Do.            | Do.                         | Manufacture of Swing gates for Main platform and Mela platform at Hardwar.  | 45 0              | 14-4-38          |
| 86             | 225         | Do.            | Do.                         | Erecting and manufacturing Tie bar palisade fencing for Parcel enclosure at Hardwar.  | 190 0             | 14-4-38          |
| 87             | 227         | 23-3-38        | M/s. L. P. Pande & Sons.    | Erecting over head Tanks and steel tank stagings at Hardwar in connection with Kumbh Mela works.                            | 3,700 0           | 4-6-38           |
| 88             | 228         | Do.            | Mr. Sadulla                 | Building puuca drain in front of III class Waiting Halls and boundary walls for removing flood water at Hardwar.            | 1,000 0           | 31-3-38          |
| 89             | 229         | Do.            | M/s. L. P. Pande & Sons.    | Making masonry steps at base of ladder of Crews Nest and concreting Ball-posts at Hardwar.                                  | 400 0             | 12-4-38          |
| 90             | 230         | Do.            | Do.                         | Hardwar station—Metallizing road between Parcel and G. R. P. office and station godown.                                     | 330 0             | 31-3-38          |
| 91             | 231         | Do.            | Mr. Sadulla                 | Erecting Tie bar palisading in Pilgrim pens at Hardwar.   | 45 0              | 23-5-38          |

List of all the contractors and the work-orders issued for all works done during the Remodelling of the Station Yard and in connection with the Kumbh Mela at Hardwar—contd.

| Serial No.     | Work-order. |         | Contractor.               | Name of work.  | Approximate cost. | Date of payment. |
|----------------|-------------|---------|---------------------------|--|-------------------|------------------|
|                | No.         | Date.   |                           |  |                   |                  |
| 1937-38—contd. |             |         |                           |  |                   |                  |
| 92             | 222         | 24-3-38 | M/s. L. P. Pande & Sons.  | Building Temporary oil go-down and Lamp trimming shed under overhead bridge at Hardwar.  | 200 0             | 19-6-38          |
| 93             | 223         | Do.     | Do.                       | Hardwar station—Providing steps to Retiring room.  | 150 0             | 29-4-38          |
| 94             | 224         | Do.     | Do.                       | Proposed platform wall of new Stabling siding No. 6 for excursion train.   | 650 0             | 1-7-38           |
| 95             | 225         | Do.     | Mr. Sangta Singh.         | Making temporary sleeper hospital and dispensary at Hardwar.   | 650 0             | 12-4-38          |
| 96             | 226         | Do.     | Mr. Har Dial Singh.       | Making sleeper huts complete with doors windows in connection with Kumbh Mela 1938 at B1W, MEM, NBD, DPR.                      | 400 0             | 1-9-38           |
| 97             | 238         | 23-3-38 | M/s. L. P. Pande & Sons.  | Providing drain in front of station Ramp from and parcel office and curb on road side at Hardwar.                              | 380 0             | 31-3-38          |
| 98             | 239         | Do.     | Do.                       | Erection of Bamboo fencing at Mela platform at Hardwar in connection with Kumbh Mela work.                                     | 660 0             | 8-4-38           |
| 99             | 240         | Do.     | Do.                       | Erection of Bamboo fencing with rail posts and angle iron runners at Hardwar in connection with Kumbh Mela work.               | 680 0             | 31-3-38          |
| 100            | 241         | Do.     | Mr. Sadulla               | Erecting heavy sleeper crib for 11,000 gallons overhead tank in connection with temporary watering arrangement for Kumbh Mela. | 350 0             | 29-6-38          |
| 101            | 242         | Do.     | Do.                       | Shifting wagon body on Island platform and loading motor road roller.  | 85 0              | 12-7-38          |
| 102            | 243         | Do.     | Do.                       | Supplying sawyers for sawing old Sleepers and Carpenters for Miscellaneous work.   | 160 0             | 11-4-38          |
| 103            | 245         | 29-3-38 | Do.                       | Fixing glass on top of Boundary Wall at Hardwar.   | 190 0 0           | 31-3-38          |
| 104            | 247         | Do.     | Mr. Mukhtar Hassan.       | Manufacturing ladder for Crow's Nest at HW.  | 110 0             | 14-4-38          |
| 105            | 248         | Do.     | M/s. L. P. Pandey & Sons. | Rebuilding of Kutchha pucoo walls in foundation of old station buildings at Hardwar.   | 600 0             | 31-3-38          |
| 106            | [249        | Do.     | Do.                       | Provision of settling tank and 6 seated latrine at Hardwar.  | 700 0             | 31-3-38          |
| 107            | 250         | Do.     | Mr. Sadulla               | Making three Piyao (Watering posts in Mela area at Hardwar).   | 100 0             | 30-3-38          |

List of all the contractors and the work-orders issued for all works done during the Remodelling of the Station Yard and in connection with the Kumbh Mela at Hardwar—contd.

| Serial No.     | Work-order. |         | Contractor.               | Name of work.   | Approximate cost. | Date of payment. |
|----------------|-------------|---------|---------------------------|---|-------------------|------------------|
|                | No.         | Date.   |                           |   |                   |                  |
| 1937-38—contd. |             |         |                           |   |                   |                  |
| 108            | 251         | 23-3-38 | Mr. Sadulla               | Erecting collapsible gate at entrance to Sub way and overhead bridges at Hardwar.   | 230 0             | 31-3-38          |
| 109            | 252         | Do.     | Do.                       | Erecting hand railing in centre of Sub way at Hardwar.  | 95 0              | 31-3-38          |
| 110            | 253         | Do      | M/s. L. P. Pandey & Sons. | Providing temporary Latrines in connection with Kumbh Mela Works at Hardwar   | 2,000 0           | 11-4-38          |
| 111            | 254         | Do.     | Mr. Sadulla               | Erecting steel tank near Septic tank and mela platform at Hardwar.  | 100 0             | 30-8-38          |
| 112            | 255         | Do.     | Do.                       | Erecting passenger platform shed at Hardwar.  | 2,950 0           | 12-4-38          |
| 113            | 256         | Do.     | Do.                       | Flag stone flooring in III Class area at Hardwar.   | 100 0             | 12-4-38          |
| 114            | 258         | Do.     | Do.                       | Loading & unloading earth for III Class concourse area at Hardwar.  | 50 0              | 14-10-38         |
| 115            | 259         | Do.     | Do.                       | Erection of III Class temporary booking offices with Boiler Tube barriers at Hardwar.   | 920 0             | 6-8-38           |
| 116            | 260         | Do.     | Do.                       | Relaying flag stones in pens after monsoon at Hardwar.  | 340 0             | 12-7-38          |
| 117            | 261         | Do.     | Do.                       | Temporary Works for Power Department in connection with Kumbh Mela Works at Hardwar.  | 1,110 0           | 30-6-38          |
| 118            | 262         | Do.     | M/s. L. P. Pandey & Sons. | Erecting Fountain in front of station Building at Hardwar.  | 198 0             | 31-3-38          |
| 119            | 263         | Do.     | Mr. Sadulla               | Providing booking windows and Barriers in pilgrims Shed.  | 750 0             | 30-6-38          |
| 120            | 264         | 30-9-38 | Mr. Abdul Latif           | Erection of temporary sleeper office for train Lighting & H. T. X. E. Offices at Hardwar.   | 130 0             | 22-9-38          |
| 121            | 265         | Do.     | Mr. Imtias Husain.        | Erecting of sleeper huts for staff at Ballakheri Chodiala & Iqbalpur in connection with Kumbh Mela.                                   | 175 0             | 28-4-38          |
| 122            | 266         | Do.     | M/s. Sen & Sanyal         | Hardwar—Providing modern washing facilities in the Hindu Refreshment Room Hardwar.  | 838 0             | 12-7-38          |
| 123            | 267         | Do.     | Mr. A. N. Ghadoke         | Providing sleeper huts for staff and station at new crossing station between Jawalapur and Pathri in connection with Kumbh Mela 1938. | 190 0             | 18-5-38          |
| 124            | 268         | Do.     | Mr. Imtias Husain.        | Providing sleeper huts for crossing station between Ballakheri and Chodiala in connection with Kumbh Mela, 1938.                      | 200 0             | 28-4-38          |



List of all the contractors and the work-orders issued for all works done during the Remodelling of the Station Yard and in connection with the Kumbh Mela at Hardwar—contd.

| Serial No.       | Work-order. |         | Contractor.               | Name of work.   | Approximate cost. | Date of payment. |
|------------------|-------------|---------|---------------------------|---|-------------------|------------------|
|                  | No.         | Date.   |                           |   |                   |                  |
| 1937-38—concl'd. |             |         |                           |   |                   |                  |
| 125              | 269         | 30-3-38 | Mr. Hardial Singh         | Erection of sleeper huts for station building and staff quarters on station Landhaura, avoiding line, Lhaksar and Althal in connection with Kumbh Mela.                         | 550 0             | 28-4-38          |
| 126              | 272         | Do.     | Do.                       | Making temporary sleeper hospital for infectious diseases at Lhaksar.   | 140 0             | 14-6-38          |
| 127              | 274         | Do.     | M/s. L. P. Pandey & Sons. | Foundation and race bases of gate posts on main station road at Hardwar.  | 750 0             | 31-3-38          |
| 128              | 275         | Do.     | Do.                       | Manufacturing and supplying material for 10 seated urinals in circulating area at Hardwar.  | 260               | 31-3-38          |
| 129              | 278         | Do.     | Do.                       | Erection of foot over bridge at Hardwar.  | 3,000 0           | 29-6-38          |
| 130              | 280         | 31-3-38 | Do.                       | Ash filling and cement plaster in floors and walls of new station building at Hardwar.  | 580 0             | 9-4-38           |
| 131              | 281         | Do.     | Do.                       | Miscellaneous in connection with station building at Hardwar.   | 350 0             | 19-7-38          |
| 132              | 282         | 2-4-38  | Mr. Sadulla               | Erecting heavy section sleeper circle including foundation for 36,000 gallons overhead tank in connection with temporary watering arrangements for Kumbh Mela at Hardwar.       | 2,550 0           | 29-6-38          |
| 133              | 283         | 5-4-38  | Do.                       | Erection of Bania's shop at Hardwar.  | 135 0             | 12-4-38          |
| 134              | 286         | Do.     | Mr. Abdul Latif           | Manufacture and erection of telephone Goomties and dismantling sleeper walling at Hardwar.  | 185 0             | 30-6-38          |
| 135              | 290         | 6-4-38  | Mr. Imtias Hussain.       | Erecting temporary latrine at Khanalampura West etc. and supplying matting for doors and windows etc. temporary huts at stations on Roorkee beat in connection with Kumbh Mela. | 35 0              | 28-4-38          |
| 1938-39.         |             |         |                           |   |                   |                  |
| 136              | 1           | 13-4-38 | Mr. Sri Ram Gaur          | Supply of cement for Hardwar proposed Remodelling of station building.  | 1,050 0           | 19-4-38          |
| 137              | 2           | 16-4-38 | Mr. Mukhtar Hussain.      | Supplying wheels for sliding gates and manufacturing tie bar palisading fencing at Hardwar.   | 250 0             | 30-4-38          |
| 138              | 3           | 19-4-38 | Do.                       | Manufacturing 4 Nos. sliding gates for main entrance to station at Hardwar.   | 375 0             | 14-7-38          |

List of all the contractors and the work-orders issued for all works done during the Remodelling of the Station Yard and in connection with the Kumbh Mela at Hardwar—concl'd.

| Serial No.       | Work-order. |         | Contractor.               | Name of work.   | Approximate cost. | Date of payment. |
|------------------|-------------|---------|---------------------------|---|-------------------|------------------|
|                  | No.         | Date.   |                           |   |                   |                  |
| 1938-39—concl'd. |             |         |                           |   |                   |                  |
| 139              | 4           | 20-4-38 | Mr. Sadulla               | Erecting old sleeper fencing in connection with Kumbh Mela works at Hardwar.                                  | 60 0              | 30-8-38          |
| 140              | 5           | Do.     | Do.                       | Providing wall for tank of dumping shoot at Hardwar in connection with Kumbh Mela Works.                      | 35 0              | 30-8-38          |
| 141              | 7           | 23-4-38 | Do.                       | Supplying Brick bats in connection with Kumbh Mela Works, Hardwar.  | 120 0             | 15-9-38          |
| 142              | 8           | 25-4-38 | Mr. Lahori Ram            | Shed with old material on Main Platform and central tower on Bori Island.                                     | 50 0              | 24-9-38          |
| 143              | 9           | 27-4-38 | M/s. Sen & Sanyal         | Laying additional pipe connection for water supply at Hardwar in connection with Kumbh Mela works at Hardwar. | 800 0             | 30-8-38          |
| 144              | 15          | 26-5-38 | M/s. L. P. Pandey & Sons. | Manufacturing and erecting E. C. latrines and urinals in 3rd Class area at Hardwar.                           | 4,000 0           | 18-6-38          |
| 145              | 19          | 7-7-38  | Mr. Sadulla               | Raising fare table boards at Hardwar in connection with Kumbh Mela Works.                                     | 20 0              | 30-8-38          |
| 146              | 23          | 8-7-38  | Do.                       | Supplying carpenters for repairing latrines in connection with Kumbh Mela at Hardwar.                         | 200 0             | 11-11-38         |
| 147              | 24          | Do.     | Mr. Lahori Ram            | Erecting banked wire fencing on top of Tie bar fencing at Hardwar in connection with Kumbh Mela Works.        | 300 0             | 8-8-38           |
| 148              | 25          | Do.     | M/s. L. P. Pandey & Sons. | Making temporary kitchen for camp etc. at Hardwar.  | 430 0             | 7-9-38           |
| 149              | 26          | Do.     | Do.                       | Hardwar Station—Polishing mosaic work waiting rooms and concourse.  | 760 0             | 7-9-38           |
| 150              | 27          | 13-7-38 | Mr. Sadulla               | Erecting banked wire fencing on top of tie bar fencing at Hardwar in connection with Kumbh Mela.              | 250 0             | 2-9-38           |
| 151              | 28          | Do.     | M/s. Sen & Sanyal         | Laying 6" earthwork channel drain half round for urinal in mela pen at Hardwar.                               | 1,200 0           | 2-9-38           |
| 152              | 29          | 18-7-38 | Do.                       | Laying pipe line work at Hardwar in connection with Kumbh Mela  | 4,150 0           | 10-8-38          |
| 153              | 31          | 26-7-38 | Mr. Imtiyaz Husain.       | Dismantling the temporary watering arrangements at Roorkee made in connection with Kumbh Mela.                | 317 0             | 7-9-38           |
| 154              | 40          | 1-8-38  | Mr. Wahid Husain Khan.    | Supply of mats for Kumbh Mela at Hardwar.   | 26 0              | 18-10-38         |
| 155              | 43          | 3-8-38  | Mr. Mukhtar Hassan.       | Making light cribs for circular tanks.  | 540 0             | ...              |
| 156              | 48          | 24-8-38 | Mr. Lahori Ram            | Dismantling Crow's nest and enquiry office at Bori Island in connection with Kumbh Mela.                      | 120 0             | 15-11-38         |

### EXPENSES IN CONNECTION WITH CONSTRUCTIONS UNDERTAKEN DURING THE KUMBH MELA.

*Unstarred question No. 131.*—The preparation of such a comparative statement involves labour which is not commensurate with the value of the information.

### TENDERS AND WORK ORDERS GIVEN DURING THE KUMBH MELA.

*Unstarred question No. 132.*—It is regretted that the amount of labour involved in making copies of the voluminous papers in this connection is prohibitive.

### TENDERS INVITED FOR THE SUPPLY OF BOULDERS FOR STOCKING ON HARDWAR DEHRA DUN AND KOTDWARA SECTIONS.

*Unstarred question No. 133.*—(a) Yes.

(b) No. The demand was reduced but before the final acceptance of the tender.

(c) The calling of fresh tenders was not considered necessary.

(d) No.

(e) Details required are given in the attached statement.

#### *Abstract of rates quoted for the supply of boulders.*

| Tenderers.           | Sources of supply.   | Quantity offered. | Rate.              | Remarks.  |
|----------------------|--|-------------------|--------------------|---|
| 1. Brij Lal Suri .   | Doiwala, Lachheewala,<br>Motichur, Raiwala,<br>Kotdwara, Hardwar,<br>Jawalapur and Pathri. | 4 lacs<br>c. ft.  | per cent.<br>6 0 0 | 1. The contractor stipulated to accept 5 per cent. less if the order for the entire supply was placed with him. |
|                      |  |                   | 7 8 0              |   |
|                      |  | 1 lac.            |                    |   |
| 2. Raghbir Singh     | Kotdwara . . . . .   |                   | 6 0 0              | 2. Tender rejected as no earnest money was deposited.   |
|                      | Dhora Bank . . . . .   |                   | 8 0 0              |   |
| 3. Mukhtar Hasan     | Between Hardwar and Dehra Dun along the Railway line.                                      |                   | 6 0 0              |   |
| 4. Sadulla . . . . . | At Raiwala, Doiwala, Harrawala, Rikhikesh, Kotdwara.                                       | ..                | 6 0 0              | 4. This was rejected as the offer was not made or proper tender form and no earnest money was deposited.        |
|                      | Between above stations .   | ..                | 5 10 0             |   |
|                      | At Hardwar and Jawalapur.  | ..                | 9 0 0              |   |
| 5. Buggan Lall .     | Dehra Dun, Doiwala, Kansrao, Hardwar, Pathri.  | ..                | 9 6 0              |   |

*Information promised in reply to part (c) of starred question No. 1772 asked by Mr. Sri Prakasa on the 5th December, 1928.*

### REPORT OF THE NEW DELHI MUNICIPALITY.

(c) A statement is laid on the table.

*Statement showing amount paid by Government to the New Delhi Municipal Committee on account of house tax, water rate, and electric rate.*

| Electric rate<br>1937-38. | Water rate<br>1937-38. | House tax<br>1937-38. | Total.          |
|---------------------------|------------------------|-----------------------|-----------------|
| Rs.<br>6,53,200           | Rs.<br>1,24,200        | Rs.<br>1,23,000       | Rs.<br>9,00,400 |

*Information promised in reply to starred question No. 1773 asked by Mr. Surya Kumar Som on the 5th December, 1938.*

#### HOUSES CONSTRUCTED IN FAIZ GANJ ESTATE, DARYA GANJ, DELHI.

- (a) (i) Yes.  
 (ii) Yes.  
 (iii) Yes.  
 (iv) As there is no proper drainage, insanitary conditions are likely to arise.  
 (v) Yes.

(b) Faiz Ganj is a privately owned area and the responsibility for providing streets and drains rests initially with the landlord and house-owners. Light is provided by the Committee in such areas when 75 per cent. of the house owners apply for it. The Committee's only remedy in this particular case is now to make use of section 171 of the Punjab Municipal Act, 1911, as in force in Delhi, and it is understood that this is being done.

*Information promised in reply to starred question No. 1781 asked by Mr. Muhammad Ashar Ali on the 5th December, 1938.*

#### APPOINTMENT OF AN OPTICIAN IN THE IRWIN HOSPITAL, NEW DELHI.

(a) No. The Honourable Member has probably been led to this conclusion by the description of a certain firm, printed on the prescription form, as official opticians to the Irwin Hospital. This is not, however, meant as a limitation of the patient's freedom of choice but only as a guide to a reliable firm.

(b) and (c). The hospital authorities are satisfied that their recommendation of a reliable firm is in the patient's own interest. As the patient is not bound to buy his glasses from the recommended firm, the question of calling for tenders, etc., does not arise.

*Information promised in reply to starred questions Nos. 1792 to 1795 asked by Mr. R. N. Basu on the 5th December, 1938.*

#### ESTABLISHMENT OF A MEDICAL COLLEGE IN DELHI.

*Starred question No. 1792.—(a) 77.*

(b) 9. The Delhi administration nominates three candidates annually and pays the capitation charges of two candidates. The third candidate pays his own charges.

(c) The desirability of providing a Men's Medical College in Delhi has been brought to the notice of Government, but in the present financial circumstances no definite proposals can be considered.

(d) No. It is not possible to provide any greater facilities at present.

### BACHELOR OF SCIENCE STANDARD OF THE DELHI UNIVERSITY.

*Starred question No. 1793.*—(a) Yes.

(b) Yes.

(c) The reply to the first part is in the negative. The second part does not arise.

### STARTING OF MASTER OF SCIENCE CLASSES IN THE DELHI UNIVERSITY.

*Starred question No 1794.*—(a) The question of starting Honours and M.Sc. classes in Physics and Chemistry has been engaging the attention of the University but owing to lack of funds and pending the reconstruction of the University course the question has been deferred.

(b) Graduates can only endeavour to secure admission to neighbouring Universities.

(c) No. The scholarships of the University are meant for the prosecution of studies at the University.

### ELIGIBILITY OF THE DELHI UNIVERSITY GRADUATES FOR PROVINCIAL SERVICES.

*Starred question No. 1795.*—(a) Yes.

(b) For recruitment purposes, degrees of the Delhi University are recognised by the Punjab Government and officers subordinate to it but the recruitment rules of some of the services in the Punjab make a Delhi or Punjab domicile a requisite for appointment while those of others require only an Indian domicile. In the United Provinces also, the degrees of the Delhi University are recognised for the purposes of recruitment to the Provincial Services, but in some cases the candidates are required to possess also prescribed qualifications regarding nationality, domicile and residence.

(c) Delhi University graduates are eligible to appear at competitive examinations held for recruitment to certain posts under the Central Government and are also given preference for appointment to posts under the Delhi Administration.

*Information promised in reply to starred question No. 1804B asked by Mr. Kuladhar Chaliha on the 5th December, 1938.*

### SEAM OF COAL FOUND IN LAKHIMPUR FRONTIER TRACTS AND NAGA HILLS IN ASSAM.

Enquiries have been made but no information is available regarding any recent discoveries of coal in the areas in question.

*Information promised in reply to starred question No. 1804C asked by Mr. Lalchand Navalrai on the 5th December, 1938.*

### GRANTS-IN-AID TO THE CHARITABLE EYE HOSPITALS IN DELHI.

(a) Yes.

(b) The total grants made during the last three years were as follows :

|  | Rs.    |
|--|--------|
| Dr. Shroff's Charitable Eye Hospital . . . . . | 20,000 |
| Dr. Jehua's Hospital . . . . .                 | 300    |

The Chief Medical Officer is a member of the Board of Trustees of Dr. Shroff's Hospital, but Government exercise no control over its administration. The other hospital is a small dispensary, which was inspected from time to time by the Chief Medical Officer. The grant has been discontinued for 1938-39, as the dispensary has been doing very little work.

(c) No such condition was imposed by Government but the knowledge that no fees are charged from patients, undoubtedly influenced Government's decision to assist the hospital.

(d) One complaint was made to the Chief Commissioner. Government are not aware of any reference to the subject in the press.

(e) No. Patients are at liberty to obtain their spectacles from any firm they desire. The rest of the question does not arise.

Information promised in reply to parts (a), (b) and (c) of starred question No. 1814 asked by Mr. Manu Subedar on the 6th December, 1938.

#### LICENSING OF BANKS IN INDIA.

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

(b) No.

Statement showing banks in operation in India as on the 31st March, 1937, and bank failures from 1st April 1918 to 31st March, 1937.

| Class of Banks.                                  | No. of banks at work in India on the 31st March, 1937. | No. of banks that went into liquidation or otherwise became defunct from 1st April 1918 to 31st March 1937. |
|--|--|---|
| (a) Non-Indian* . . . . .                        | 18   | 3†  |
| (b) Indian (Joint Stock) . . . . .               | 1,548  | 412   |
| (c) of (b) registered in Indian States . . . . . | 468  | 121   |

\* Figures relate to 31st December, 1936.

† Closed their branches in India.

Information promised in reply to starred questions Nos. 1840, 1851 and 1852 asked by Mr. Brojendra Narayan Chaudhury on the 6th December, 1938.

#### ASSESSMENTS TO INCOME-TAX OF RENTS FROM FISHERIES.

Starred question No. 1840.—(a) Yes, under 'Other sources'.

(b) Yes, under section 12 (2) of the Indian Income-tax Act.

(c) Yes.

(d) No maximum allowance is fixed. Reasonable expenditure is allowed.

(e) No.

#### "WINE OR BAND FUND" MENTIONED IN THE INCOME-TAX MANUAL.

Starred question No. 1851.—No. "Wine Fund" at present exists.

#### HOLDING UP OF ALL VEHICULAR TRAFFIC ON THE RIVER BANK ROAD IN DELHI PROVINCE.

Starred question No. 1852.—(a) Yes.

(b) The complaint has some justification, and suitable instructions on the subject have been issued.

Information promised in reply to starred question No. 1853 asked by Mr. M. Ananthasayanam Ayyangar on the 6th December, 1938.

#### CRITERION FOR SELECTION OF PERSONNEL FOR POSTS ABOLISHED IN THE OFFICE OF THE DEPUTY ACCOUNTANT GENERAL, POSTS AND TELEGRAPHS, MADRAS.

(a) No new principle was introduced.

(b) Does not arise.

(c) It is possible that some persons, who were informed when recruited that they were liable for service in Burma, have been retained in Madras; Government do not, however, propose to take any action.

(d) The option of transfer to Burma on foreign service terms or the concession of 28 months' leave to officers who chose to retire prematurely, was allowed only to those officers who had been recruited on an all-India basis. The case of the clerks in the Posts and Telegraphs Audit offices is not comparable. Government do not propose to take any further action.

(e) Yes. This was impracticable for administrative reasons.

*Information promised in reply to part (d) of starred question No. 1862 asked by Mr. Muhammad Nauman on the 7th December, 1938.*

**"SMALLS QUICK TRANSIT SERVICE" ON THE EAST INDIAN RAILWAY.**

(d) The number of Muslims now employed on the Van Goods Service is 288 as follows:—

|                              |   |   |   |     |
|------------------------------|---|---|---|-----|
| Divisional Transit Inspector | . | . | . | 1   |
| Guards                       | . | . | . | 48  |
| Drivers                      | . | . | . | 18  |
| Firemen                      | . | . | . | 34  |
| Inferior servants            | . | . | . | 187 |

*Information promised in reply to starred questions Nos. 1865 and 1866 asked by Qazi Muhammad Ahmad Kazmi on the 7th December, 1938.*

**REMODELLING OF HARDWAR RAILWAY STATION.**

*Starred question No. 1865.*—(a) The estimated cost was Rs. 2,32,964. Figures for actual expenditure incurred are not at present available as the accounts have not yet been closed.

(b) Staff engaged on the work in the categories stated by the Honourable Member were as follows:

(i) Temporary staff consisting of one draftsman and two clerks at a cost of Rs. 1,500.

(ii) Nil.

(iii) 748 men at a cost of Rs. 14,857.

(c) and (d). No.

(e) Yes. Some fine cracks were noticed in the plaster but they were not due to defective construction.

(f) No.

(g) As there were no defects in the construction, this does not arise.

**REMODELLING OF HARDWAR RAILWAY STATION.**

*Starred question No. 1866.*—(a) The platform having been constructed according to plans prepared, it was subsequently decided to lower its outer edge by three inches (the thickness of one brick) in order to provide a slope for drainage.

(b) The level of the track had to be lowered by the same amount within the length of the platform.

(c) and (d). The cost of making this alteration was about Rs. 200, the cost being borne by the Railway, as the Contractor was not responsible.

*Information promised in reply to parts (d), (f) and (i) of starred question No. 1890 asked by Mr. K. S. Gupta on the 7th December, 1938.*

**PORT DUES AND LANDING CHARGES IN THE VIZAGAPATAM PORT.**

(d) and (f). No.

(i) The Honourable Member presumably refers to the lighter channel which is not wide enough to permit of tugs being manœuvred in it. Lighters are accordingly manhandled along it but are towed to vessels from its mouth.

*Information promised in reply to starred question No. 1947 asked by Mr. Govind V. Deshmukh on the 7th December, 1938.*

**OVERCROWDING AND DETENTION OF A TRAIN WITHOUT LIGHTS AT GHOL-SHAHPUR ON THE KALIGHAT-FALTA RAILWAY.**

(a) There was no train timed to leave Majherhat station at 3/19 hours on 22nd Kartik. No. 17 Up scheduled to leave Majherhat at 17-55 hours actually left at 18-02 hours.

The electric wire couplings had been tampered with and damaged by the rush of passengers. The train stopped at Gholshapur, the next station. The train was detained while endeavours were made to repair this damage. Further detention was caused by some monthly ticket-holders assaulting a railway employee.

(b) No.

(c) Extra arrangements were made at Gholshapur. Special checkers were provided and also extra staff were deputed to look after the comforts of the pilgrims, especially women and children. Passengers, however, kept continually pouring in from all directions across the railway lines in spite of adequate fencing, many of them without tickets.

(d) Yes. Passengers insisted on travelling by this train, although there was another to run shortly after. As regards the second part of the question, there are no rules prohibiting the running of night trains without lights in passenger compartments. As it was not found possible to repair the damage to the electric wiring, offers were made by the Railway staff to provide oil lamps.

(e) Passengers themselves were responsible for the major part of the delay.

*Information promised in reply to part (e) of starred question No. 1981 and part (a) of starred question No. 1982 asked by Mr. C. N. Mulhuranga Mudaliar on the 8th December, 1938.*

**RESEARCHES IN THE BOSE INSTITUTE, CALCUTTA.**

*Starred question No. 1981.—Part (e).* The present Director of the Bose Research Institute was appointed by the Governing Body of the Institute.

**RESEARCHES IN THE BOSE INSTITUTE, CALCUTTA.**

*Starred question No. 1982.—Part (a).* The number of research workers (students and staff) at the Bose Research Institute is 19. Of these, one is from the United Provinces, one from Assam, and the rest from Bengal.

*Information promised in reply to starred question No. 2039 asked by Sardar Sant Singh on the 9th December, 1938.*

**DECISION TO BUILD A STORE ROOM AT A CORNER OF THE QUEEN'S GARDEN, DELHI.**

(a) and (b). Yes.



(c) and (d). The Municipal Engineer submitted the following report to the Municipal Committee on the 6th August, 1931:

"Where we were going to build the Medical Store just inside the West Clarke's Gate, Chandni Chowk side, a large crowd of Mohammadans are digging the foundation and assert there was a mosque here. I have seen the spot twice but nothing can be said so far whether there is any truth in the assertion."

(e) No.

(f) Does not arise.

(g) The matter was fully investigated but not on a complaint by the Municipal Committee. The Deputy Commissioner did not consider that the evidence was sufficient to establish that a mosque had existed there.

(h) Yes.

(i) Yes, on the understanding that the place would be railed off and that the Muslims would be allowed to make use of it as a place of worship only and for no other purpose.

(j) 61' x 46'.

(k) The Municipal Committee decided to provide a railing on the East and North sides but actually provided one on the East side only.

(l) Yes.

(m) In view of other encroachments it was considered desirable to take action in such cases together and not singly. A complete list is under preparation and action will be taken thereon.

(n) Yes, but action was deferred for the reason which I have just mentioned.

(o) No.

*Information promised in reply to starred question No. 2058 asked by Mr. Lalchand Navalrai on the 12th December, 1938.*

#### DACOITIES COMMITTED IN CERTAIN VILLAGES OF DADU DISTRICT IN SIND.

(b) There are Levy Thanas along the Sind border of the Nasirabad Tahsil and Kalat State for watch and ward purposes.

(c) Since 1935, until the present outrage there have been no serious dacoities along the border. The Kalat State authorities have captured six and killed one of the alleged offenders.

(d) Conventions have been evolved for the pursuit and arrest of offenders crossing the Sind-Baluchistan border by which the Sind Police may continue in pursuit into Baluchistan, including the Kalat and Las Bela States, under certain conditions.

(e) Yes. The Baluchistan Administration and the Kalat State have been co-operating with the Sind authorities in preventing dacoities to the extent of their resources.

(f) The existing arrangements have worked fairly well, and it is proposed to continue on the same lines.

#### MOTIONS FOR ADJOURNMENT.

##### ECONOMIC AND PENAL BLOCKADE AGAINST THE AHMADZAI TRIBE OF THE TRIBAL BELT BETWEEN DERAJAT AND WAZIRISTAN.

**Mr. President** (The Honourable Sir Abdur Rahim): The Chair has received several notices of adjournment motions. The first one is in the name of Mr. Asaf Ali. He wants to move the adjournment of the business of the House to discuss an urgent matter of public importance, namely, the enforcement of an economic and penal blockade against the Ahmadzai tribe of the Tribal Belt between Derajat and Waziristan, and preventing even Waziri lawyers from continuing their professional work at the Bar

in Bannu. Has the Honourable Member received the consent of the Governor General to this motion, because it relates to a tribal area?

**Mr. M. Asaf Ali** (Delhi: General): I have not received any sanction from the Governor General. I think I had authorised the Secretary to try and get it.

**Secretary of the Assembly:** No.

**Mr. President** (The Honourable Sir Abdur Rahim): It is not for the Secretary to get the sanction. The Honourable Member has got to get it himself. So this goes out.

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#### INDIANISATION OF THE INDIAN ARMY.

**Mr. President** (The Honourable Sir Abdur Rahim): Then, the next notice of adjournment motion is also by Mr. Asaf Ali. He wants to discuss an urgent matter of public importance, namely, the appointment of a Committee by Government in contravention of the Resolution adopted by the Assembly on September the 2nd, 1938, on the subject of implementing the recommendations of the Skeen Committee's Report that the progress of the Indianisation of the Indian Army should be reviewed in 1938. This has been disallowed by the Governor General under rule 22 (2) on the ground that the motion cannot be moved without detriment to public interest.

The next motion by Sardar Mangal Singh also relates to the same thing, and that has also been disallowed by the Governor General on the same ground.

Then, the next motion is by Mr. Avinashilingam Chettiar on the same subject, and that has also been disallowed.

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#### CONTINUED DETENTION OF MESSRS. BHAISHAMPAIN, BHAWANI SAHAI AND JAWALA PRASAD.

**Mr. President** (The Honourable Sir Abdur Rahim): Then, there is notice given by Mr. Mohan Lal Saksena of another adjournment motion. He wants to move the adjournment of the House to consider a definite matter of urgent public importance, namely the continued detention of Messrs. Bhaishampain, Bhawani Sahai and Jawala Prasad. When was this order passed?

**Mr. Mohan Lal Saksena** (Lucknow Division: Non-Muhammadan Rural): This order was passed about five years ago.

**Mr. President** (The Honourable Sir Abdur Rahim): It has to be disallowed.

#### DERAILMENT OF THE DEHRA DUN EXPRESS.

**Mr. President** (The Honourable Sir Abdur Rahim): Then, the next motion after that is also by Mr. Mohan Lal Saksena, and he wants to move an adjournment of the House to consider a definite urgent matter of public importance, namely, the derailment of the Dehra Dun Express on the 12th January, resulting in heavy loss of life. There are a number of other motions to that effect, and, I believe, there are also one or two of a general

[Mr. President.]

nature. There is one, for instance, by Dr. Sir Ziauddin Ahmad relating to the same subject, and he wants to discuss the failure of the Government of India in taking effective measures to avoid Railway accidents on the East Indian Railway, in the province of Bihar. I find there are also one or two more from other Honourable Members to the same effect. I do not know what the Honourable Members want to do, whether they want to discuss the general question, that is to say, the alleged failure of the Government to prevent these disasters.

**Mr. Bhulabhai J. Desai** (Bombay Northern Division: Non-Muhammadan Rural): The one in the name of Mr. Ram Narayan Singh is more comprehensive.

**Mr. President** (The Honourable Sir Abdur Rahim): If it is desired not to discuss this particular disaster, that is to say, the derailment of the Dehra Dun Express on the 12th January, then the Chair has no objection.

**Mr. Bhulabhai J. Desai**: According to your ruling, Sir, with great deference, I submit that the subject of discussion can only be that which is referred to in the motion. Undoubtedly, in so far as it discloses carelessness in vigilance, other events can be brought in in the course of the discussion.

**Mr. President** (The Honourable Sir Abdur Rahim): The verdict of the House must be on a definite matter if you want to move this. Is there any objection?

**The Honourable Sir Thomas Stewart** (Member for Railways and Communications): No, Sir.

**Mr. President** (The Honourable Sir Abdur Rahim): The motion will be taken up at Four O'Clock.

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#### STATEMENT RE ANSWERING OF QUESTIONS.

**Mr. President** (The Honourable Sir Abdur Rahim): Under our present procedure, whenever the question hour is dispensed with or a meeting is cancelled, all those questions which would otherwise have been disposed of are treated as lapsed, and Honourable Members are obliged to give fresh notice of such questions in order to obtain their answers. Mr. Sri Prakasa and other Honourable Members have represented to me about this hardship. I have examined this matter in consultation with Government, and I am now in a position to state that Government are willing to agree to a conventional arrangement on the following lines:

Whenever the question-hour is eliminated owing to the cancellation of a meeting of the Legislative Assembly, all the questions, both starred and unstarred, originally on the order paper for that day, would be treated as unstarred questions for the next meeting. No new lists would be printed, but the original lists of questions thus being transferred would be placed as unstarred questions for a second time among the agenda papers of Honourable Members. Such transferred questions, along with their answers, would then be included straightaway in the printed proceedings

after the unstarred questions, if any, properly belonging to the day to which they had been transferred. No remedy is, however, possible in cases when the last meeting of a Session is cancelled, there being no other meeting to which its lapsed questions could be carried forward. Where on a particular day the question-hour is dispensed with, but the meeting is not cancelled, all starred questions for the day would also be treated as unstarred and their answers, together with the answers to the unstarred questions, would be included in the printed proceedings of that day.

I shall be glad to bring into operation the conventional arrangement, apace if that is the general wish of the House. I may say, it would certainly be an improvement upon the existing practice.

**Mr. Bhulabhai J. Desai:** In any case, those answers ought to remain in the printed proceedings. We accept it.

**Mr. President** (The Honourable Sir Abdur Rahim): I take it, it is generally accepted.

**Several Honourable Members:** Yes.

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#### PANEL OF CHAIRMEN.

**Mr. President** (The Honourable Sir Abdur Rahim): I have to inform the House that under rule 8 (1) of the Indian Legislative Rules, I nominate Mr. S. Satyamurti, Dr. Sir Ziauddin Ahmad, Sir Cowasji Jehangir and Mr. A. Aikman on the Panel of Chairmen for the current Session.

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#### COMMITTEE ON PETITIONS.

**Mr. President** (The Honourable Sir Abdur Rahim): I have to announce that under Standing Order 80 (1) of the Legislative Assembly Standing Orders, the following Honourable Members will form the Committee on Petitions, namely:

Mr. A. Aikman,  
Mr. M. S. Aney,  
Syed Ghulam Bhik Nairang, and  
Mr. N. M. Joshi.

According to the provision of the same Standing Order, the Deputy President will be the Chairman of the Committee.

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**Sir Abdul Halim Ghuznavi** (Dacca cum Mymensingh: Muhammadan Rural): What about the adjournment motion of which I gave notice this morning, Sir?

**Mr. President** (The Honourable Sir Abdur Rahim): One has been fixed for 4 o'clock today. You cannot have more than one for the same day.

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#### H. E. THE GOVERNOR GENERAL'S ASSENT TO BILLS.

**Secretary of the Assembly:** Sir, information has been received that the following Bills, which were passed by both Chambers of the Indian Legislature during the last Session, have been assented to by His Excellency

[Secretary of the Assembly.]

the Governor General under the provision of sub-section (1) of section 68 of the Government of India Act, as continued by section 317 of the Government of India Act, 1935 :

- (1) The Criminal Law Amendment Act, 1938,
- (2) The Indian Emigration (Amendment) Act, 1938,
- (3) The Indian Aircraft (Amendment) Act, 1938,
- (4) The Indian Tea Cess (Amendment) Act, 1938,
- (5) The Employers' Liability Act, 1938.
- (6) The Prevention of Cruelty to Animals (Amendment) Act, 1938,  
and
- (7) The Employment of Children Act, 1938.

#### MESSAGES FROM THE COUNCIL OF STATE.

**Secretary of the Assembly:** Sir, five Messages have been received from the Council of State.

The first Message runs as follows :

"Sir, I am directed to inform you that the Council of State at its meeting held on the 26th January, 1939, agreed without any amendment to the Bill further to amend the Indian Tariff Act, 1934, which was passed by the Legislative Assembly at its meeting held on the 12th December, 1938."

The second Message runs as follows :

"Sir, I am directed to inform you that the Bill further to amend the Indian Income-tax Act, 1922, which was passed by the Legislative Assembly at its meeting held on the 12th December, 1938, was passed by the Council of State at its meeting held on 28th January, 1939, with the amendments shown in the enclosed statement.

The Council of State requests the concurrence of the Legislative Assembly in the amendments."

Sir, I lay on the table the Bill as amended by the Council of State.

The third Message runs as follows :

"Sir, I am directed to inform you that the Bill to consolidate and amend the law relating to motor vehicles, which was passed by the Legislative Assembly at its meeting held on the 17th September, 1938, was passed by the Council of State at its meeting held on the 30th January, 1939, with the amendments shown in the enclosed statement.

The Council of State requests the concurrence of the Legislative Assembly in the amendments."

Sir, I lay on the table the Bill as amended by the Council of State.

The fourth Message runs as follows :

"Sir, I am directed to inform you that the Bill further to amend the Indian Cotton Cess Act, 1923, which was passed by the Legislative Assembly at its meeting held on the 15th November, 1938, was passed by the Council of State at its meeting held on the 30th January, 1939, with the amendment shown in the enclosed statement. The Council of State requests the concurrence of the Legislative Assembly in the amendment."

Sir, I lay on the table the Bill as amended by the Council of State.

The fifth Message runs as follows :

"Sir, I am directed to inform you that the Council of State at its meeting held on the 30th January, 1939, agreed without any amendment to the following Bills, which were passed by the Legislative Assembly at its meeting held on the 15th November, 1938, namely :

1. A Bill further to amend the Ajmer-Merwara Municipalities Regulation, 1925, for the purpose of lowering the educational qualification entitling a person to be enrolled as an elector; and
2. A Bill further to amend the Destructive Insects and Pests Act, 1914."

**Mr. Muhammad Azhar Ali** (Lucknow and Fyzabad Divisions: Muhammadan Rural): Before you proceed further, I just want to ask one question of the Honourable the Leader of the House . . .

**Mr. President** (The Honourable Sir Abdur Rahim): No. The Honourable Member cannot put any question at this stage.

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## THE MUSLIM DISSOLUTION OF MARRIAGE BILL.

### PRESENTATION OF THE REPORT OF THE SELECT COMMITTEE.

**Qazi Muhammad Ahmad Kasmi** (Meerut Division: Muhammadan Rural): Sir, I present the report of the Select Committee on the Bill to consolidate the provisions of Muslim Law relating to suits by married Muslim women for dissolution of marriage and to remove doubts as to the effect of apostasy of a married Muslim woman on her marriage tie.

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## ELECTION OF A MUSLIM MEMBER TO SIT ON THE STANDING COMMITTEE ON PILGRIMAGE TO THE HEDJAZ.

**Sir Girja Shankar Bajpai** (Secretary, Department of Education, Health and Lands): Sir, I move:

"That this Assembly do proceed to elect, in such manner as the Honourable the President may direct, a Muslim Member to sit on the Standing Committee on Pilgrimage to the Hedjaz, *vice*, Maulana Shaukat Ali, deceased."

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

"That this Assembly do proceed to elect, in such manner as the Honourable the President may direct, a Muslim Member to sit on the Standing Committee on Pilgrimage to the Hedjaz, *vice*, Maulana Shaukat Ali, deceased."

The motion was adopted.

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## ELECTION OF A MEMBER FOR THE CENTRAL ADVISORY BOARD OF HEALTH.

**Sir Girja Shankar Bajpai** (Secretary, Department of Education, Health and Lands): Sir, I move:

"That the members of this Assembly do proceed to elect, in such manner as may be approved by the Honourable the President, one person from among their numbers to be a member of the Central Advisory Board of Health, *vice* Lieut.-Colonel Sir Henry Gidney."

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

"That the members of this Assembly do proceed to elect, in such manner as may be approved by the Honourable the President, one person from among their numbers to be a member of the Central Advisory Board of Health, *vice* Lieut.-Colonel Sir Henry Gidney."

The motion was adopted.

**Mr. President** (The Honourable Sir Abdur Rahim): I may inform Honourable Members that for the purpose of election of a Member each to the Standing Committee on Pilgrimage to the Hedjaz and the Central Advisory Board of Health, the Notice Office will be open to receive nominations up to 12 noon on Monday the 6th February, 1939, and that the elections if necessary will be held on Wednesday the 8th February, 1939. The elections which will be conducted in accordance with the principle of proportional representation by means of the single transferable vote will, as usual, be held in the Assistant Secretary's Room in the Council House, New Delhi, between the hours of 10-30 A.M., and 1 P.M.

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### THE INSURANCE (AMENDMENT) BILL.

**The Honourable Sir Nripendra Sircar** (Law Member): Sir, I move for leave to introduce a Bill to amend the Insurance Act, 1938.

**Mr. President** (The Honourable Sir Abdur Rahim): The question is: "That leave be granted to introduce a Bill to amend the Insurance Act, 1938. The motion was adopted.

**The Honourable Sir Nripendra Sircar:** Sir, I introduce the Bill.

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### THE INDIAN NAVAL RESERVE FORCES (DISCIPLINE) BILL.

**Mr. C. M. G. Ogilvie** (Defence Secretary): Sir, I move for leave to introduce a Bill to provide for the discipline of members of the Indian Naval Reserve Forces raised in British India on behalf of His Majesty.

**Mr. President** (The Honourable Sir Abdur Rahim): The question is: "That leave be granted to introduce a Bill to provide for the discipline of members of the Indian Naval Reserve Forces raised in British India on behalf of His Majesty."

The motion was adopted.

**Mr. C. M. G. Ogilvie:** Sir, I introduce the Bill.

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### THE INDIAN OATHS (AMENDMENT) BILL.

#### APPOINTMENT OF MR. C. J. W. LILLIE TO THE SELECT COMMITTEE.

**The Honourable Mr. E. M. Maxwell** (Home Member): Sir, I move:

"That Mr. C. J. W. Lillie be appointed to the Select Committee on the Bill further to amend the Indian Oaths Act, 1873, for a certain purpose, in place of Mr. J. N. Talukdar."

**Mr. President** (The Honourable Sir Abdur Rahim): The question is: "That Mr. C. J. W. Lillie be appointed to the Select Committee on the Bill further to amend the Indian Oaths Act, 1873, for a certain purpose, in place of Mr. J. N. Talukdar."

The motion was adopted.

## REPORTS OF THE PUBLIC ACCOUNTS COMMITTEE.

**Mr. President** (The Honourable Sir Abdur Rahim): The House will now resume consideration of the following motion moved by the Honourable Sir James Grigg on Thursday, the 10th November, 1938, namely:

"That the Reports of the Public Accounts Committee on the accounts of 1934-35, 1935-36 and 1936-37 be taken into consideration."

There are two amendments to this. One is in the name of Mr. Sanjiva Row.

**Mr. K. Sanjiva Row** (Government of India: Nominated Official): Sir, I move:

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

'and that the Assembly do approve the appropriation of Rs. 1,20,58,909 actually made in 1936-37 from the Railway surplus for that year towards repayment of the temporary loans taken from the Railway Depreciation Reserve Fund.'

As the House is aware, an excess demand to regularize this appropriation was moved on the 10th November last when Mr. Satyamurti and the Leader of the Opposition raised the question whether that demand was covered by Rule 49 of the Legislative Rules. The language of that rule as it stands does not *prima facie* cover a demand in respect of which there was neither an original nor a supplementary demand. Pending, therefore, an amendment of that rule, the only way in which we can obtain the approval of the House to this appropriation is the one recommended by the Public Accounts Committee and accepted by this House in respect of expenditure incurred on new service in a previous year. The amendment which I have just moved is in accordance with this procedure. In this connection I ought to mention that the statement which was made in the House on the 10th November last that there was a ruling of the Chair on the point raised by Mr. Satyamurti was not correct. I apologise to the House for the mistake. The facts are that on the 10th March, 1935, Mr. Satyamurti raised the same point in connection with a supplementary demand, but there was no occasion for a ruling from the Chair, as it was held that the supplementary demand was in connection with a new service and was therefore covered by sub-clause (2) of clause (1) of Rule 50.

**Mr. S. Satyamurti** (Madras City: Non-Muhammadan Urban): On a point of order. I do not see what this procedure is which my Honourable friend asks you and the House to adopt—"approval to an appropriation." This is a new category which my Honourable friend wants to bring forward before the House. I should like to ask him, if I may, under what law or Parliamentary practice he now brings forward this idea of an approval to an appropriation? What the Public Accounts Committee has done in previous years and what the House has approved of is a vote for excess grants. The Public Accounts Committee recommends that the following excess grants be voted by the House. The Honourable the Finance Member moves that these excess grants be made and the vote of the House is taken on the merits. Here we are asked to approve the "appropriation" of Rs. 1,20,58,909, on a new principle.



**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member raised the question and the Chair promised to give a ruling on the point. As a matter of fact the Chair indicated to the Government that the only course left under the circumstances was to bring a substantive motion in the House and obtain the approval of the House to the appropriation that has already been made. This point was considered at the time of Sir Ibrahim Rahimtoola. That is the view which was held by him and that is the view which I also took, after further consideration. There seems to be no other way of meeting a situation of this character.

**Mr. S. Satyamurti**: If there is no other Parliamentary way, I suggest that it is not the function of this House to somehow find a way. They have got expert advisers. They ought to foresee these things.

**Mr. President** (The Honourable Sir Abdur Rahim): What is the suggestion?

**Mr. S. Satyamurti**: Let them be surcharged out of their pockets.

**The Honourable Sir James Grigg** (Finance Member): May I clear up some of the misapprehensions which seem to exist in the mind of the Honourable Member. May I explain to him that his desire to have somebody's head on a charger is quite unreasonable. This is really an extremely technical accounting matter. If it had been foreseen, when the original railway estimates were introduced, that the year's working would have resulted in a surplus some formal accounting provision for the disposal of that surplus would have been made. This House has actually approved a convention under which the actual disposition of the surplus is made. All that remains to be done is the formal disposition of it for accounting purposes. In point of fact, the budget provided for a deficit and it was only in the last months of the year that the conditions improved so much that the deficit turned into a surplus and this has been allocated in accordance with the decisions of the House. It now merely becomes a question of regularising the account. If the Honourable Member can provide an infallible means by which estimating revenue and expenditure can be done quite accurately, then, of course, this question cannot arise. But why should he assume that there is any blame on anybody which requires to be dealt with by a surcharge. In any case I do not think any member of the Government of India or any member of the staff of the Government of India is capable of providing a surcharge of something over a crore.

**Mr. S. Satyamurti**: I am raising this matter as a matter of precedent. They are all paupers. They cannot pay a crore and 20 lakhs. I suggest that we must have this matter decided for the future also. I am merely suggesting here that this undisposed of surplus, at the end of a financial year, must go to the reduction or avoidance of debt. My Honourable friend has laid down this principle in this House, and it is a well-known Parliamentary practice that if for any reason there are surpluses in the Government of India's exchequer which are undisposed of and which are undisposable either by original grants or supplemental grants or by excess grants, they ought to go towards reduction of debt.

**The Honourable Sir James Grigg**: This is a railway surplus and not an ordinary budget surplus.

**Mr. S. Satyamurti:** I know it cannot go to the avoidance of the general debt but the railway debts form two-thirds of the general debt.

**The Honourable Sir James Grigg:** There was a convention approved by this House which regulated the disposal of railway surpluses and that was that it should go towards repayment of loans taken from the depreciation fund. Since then the House has approved of a suspension of that convention by which surpluses which arise on the railways for this year and the next two years are at the disposal of the Central Government and in so far as they are not disposed of by a vote of the House, they will be disposed of under the rule which the Honourable Member is quoting.

**Mr. S. Satyamurti:** I want that rule to be applied to this one crore and twenty lakhs also. It is not as if this money will be lost to the tax-payer. My point is that if this motion is ruled out of order, then this money will go towards the reduction and avoidance of debt and to that extent the money will not be wasted. After all, the motion is that the payment of a temporary loan from the Depreciation Fund be paid off. I am submitting for consideration that nothing will be lost by this motion being ruled out of order. I submit that it is out of order; the money will then be available for reduction and avoidance of debt.

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member will find that there has been a general understanding or a convention.

**The Honourable Sir James Grigg:** Sir, the convention which was in force when this surplus was merged required that it should be devoted to the repayment of loans from the Depreciation Fund, and, whether the Honourable Member or the House refuses to vote this or not, that will have to apply, and it will have to be regularized or to remain unregularized. There is no doubt that the convention required this to go to the repayment of railway borrowings from the Depreciation Fund. In future, for a limited period, the House has decided that a railway surplus, foreseen or unforeseen, will go into the general exchequer, but the Honourable Member cannot come and make the decision of this House retrospective.

**Mr. S. Satyamurti:** I do not see my Honourable friend's last point. His contention is that because of the vote of the House in favour of the convention this money automatically goes there. To the extent that this vote is necessary, I submit, Sir, that it is for you to rule and for the House to agree to this appropriation.

**Mr. President** (The Honourable Sir Abdur Rahim): There is a convention to that effect. The Chair has held that this is in order. In fact, the Chair suggested that this should be in this form. If the House does not approve of it, that is, of course, another matter.

**Mr. S. Satyamurti:** I submit that if really we are to give the go-bye to our Rules and Standing Orders and start a new convention or a method of voting monies towards such expenditure, that would be a dangerous precedent. Where it will end, I do not know; supposing there had been an expenditure of ten crores, and now there came forward a motion. . . .

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member is imagining all sorts of cases; this was purely a matter which could not be anticipated at the time. That is why there was nothing in the vote.

**Mr. S. Satyamurti**: Surely they could have brought a supplementary or an excess demand. They did not do any of these things.

**The Honourable Sir James Grigg**: My Honourable friend cannot contend seriously on this whole figure as it merged on the 1st of April that there must have been some indication in January or February that this was forthcoming.

**Mr. S. Satyamurti**: They could have taken a vote earlier?

**The Honourable Sir James Grigg**: If there was time, we should have taken a vote. We first of all produced the procedure of an excess vote, and the Honourable Member says, "you cannot have an excess vote because there is no original provision in the estimates", and then we produce the alternative procedure which has been prescribed and sanctioned by you. Now, he says that that is a wrong procedure—you ought to have an excess vote! What are we to do?

**Mr. President** (The Honourable Sir Abdur Rahim): The motion is quite in order.

**Mr. S. Satyamurti**: Sir, I oppose this amendment. It is an amendment to the main motion. . . .

**Mr. President** (The Honourable Sir Abdur Rahim): So far as Mr. Satyamurti's amendment is concerned, the Chair does not think the Honourable Member would be in order, because it is only a *post mortem* examination of the accounts, and it has been always the practice that this House cannot have a vote on a motion for taking into consideration the report of the Public Accounts Committee. The House cannot have any vote; if no vote is taken, there can be no amendment.

**Mr. S. Satyamurti**: Why not start a new precedent?

**Mr. President** (The Honourable Sir Abdur Rahim): The Chair does not want to.

**Mr. S. Satyamurti**: I want to oppose the amendment. I want to appeal to this House, though the Honourable the President has ruled this to be in order and we are all bound by that ruling, that for the first time in the history of this House the vote of this House is asked for an appropriation. . . .

**The Honourable Sir James Grigg**: This is not the first time. The Honourable Member is not right. This is prescribed in accordance with previous rulings and there are specific instances which my Honourable friend can give particulars of.

**Mr. S. Satyamurti**: I shall be obliged if I can be shown an instance where this amount which was not provided for by any of the well-known forms of original, supplementary or excess demand is sought to be regularized by a vote of this House.

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member can oppose it on the merits.

**Mr. K. Sanjiva Row:** Sir, I can point out an instance in which it was done previously. It was done previously several times. There is one instance here:

"That the Reports of the Public Accounts Committee on the accounts of 1931-32 and 1932-33. Parts I and II, be taken into consideration, and that the Assembly do approve the expenditure of Rs. 1,68,943 incurred in 1931-32 on additions and alterations to the locomotive running shed at Bhusawal and of Rs. 54,713 incurred in the same year on installation of wireless sets on the Great Indian Peninsula Railway and the East Indian Railway."

**Mr. President** (The Honourable Sir Abdur Rahim): What is the date?

**Mr. K. Sanjiva Row:** This was on the 29th August, 1934. There are several other instances.

**Mr. S. Satyamurti:** That was in connection with expenditure actually incurred. Here, it is a question of appropriation. I want the House to distinguish between the two. My suggestion is that this appropriation is a matter of accounting. It is not as if the money will be wasted. As I explained to the House, this money will be available, and as the House has decided with regard to the later surpluses from the railways, it will go to the reduction or avoidance of debt. My simple point is that we cannot approve of a procedure which will give a *carte blanche* to the Treasury Benches, hereafter, to regularize appropriations long after they have taken place. After all, our Rules and Standing Orders are based on parliamentary practice, and we must not give up our control over the treasury with regard to expenditure, and so long as they do not conform to the well-known forms of original, supplemental or excess demands, I say that this procedure is a dangerous precedent for the future; we shall then never be sure. . .

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member is really criticizing the Chair's ruling. The Honourable Member cannot do that. The Honourable Member cannot ask the vote of the House on the ruling of the Chair.

**Mr. S. Satyamurti:** On the merits, I say, Sir, that it is a dangerous precedent—I am not criticizing your ruling.

**Mr. President** (The Honourable Sir Abdur Rahim): The Chair does not see what the Honourable Member is trying to make out.

**Mr. S. Satyamurti:** My contention on the merits is this—that you are voting away a crore and twenty lakhs two years after the money has been appropriated, and it is a bad precedent for the future. It will give a *carte blanche* to the Treasury Benches to go about appropriating monies years later. I say it is not a financially proper procedure, although it has been held to be in order. I do not ask the House to question the ruling but to vote against the amendment on the merits, in order to warn the Treasury Benches that they must be careful and the House will not lightly acquiesce in such appropriations being made. Sir, I oppose the motion on the merits.

**Mr. Lalchand Navarai** (Sind: Non-Muhammadan Rural): Sir, I think that this question should be made clearer from the constitutional point of view. I do admit that the Chair has held this point to be in order but I want to point out what has been said in the report at page 2 and then ask that point to be made clear; otherwise the result will be like this. The Government would then say that constitutionally they are not bound to bring such an appropriation question before the Assembly at the time of the Budget, and can, afterwards, come forward with the plea that they were not bound to bring it constitutionally at that time and that they could bring it subsequently for approval of the Assembly. That is exactly what I find on page 2 of the report, where it is said:

"The excess was the result of improvement in earnings which converted the original estimated deficit of Rs. 344 lakhs into a surplus. . . ."

**Mr. President** (The Honourable Sir Abdur Rahim): Both the original motion and the amendment which has been moved by Mr. Sanjiva Row are now under discussion. If the Honourable Member wants to say anything about the main motion, he is at liberty to do so.

**Mr. Lalchand Navarai**: I was, Sir, referring to a statement in the report. It says:

"A vote of the Legislature for the transfer of this surplus to the Depreciation Reserve Fund was not obtained in the belief that it was not constitutionally necessary."

Are Government going to say now that it is constitutionally necessary that the vote should have been obtained on this? This is a point that should be made clear otherwise they will always say that this is their belief. They do not say in the report how their belief has come to be true. Was there any ruling or any standing order or any rule or any section in the Government of India Act that no vote of the House is necessary if the appropriation is going to be made, because there is some surplus, to the Depreciation Fund? I would, therefore, submit that the Government of India should make it clear and say that it is required constitutionally that there should be a vote and then stop the practice which they have followed up to this time. This practice should come to an end for the simple reason that we are forced at this time, more or less, to approve of it on the ground that the Government maintains that it was not necessary to do so. In future, you must come before us and get our vote. I submit, therefore, that it should be made absolutely clear to the House that in future Government must bring such matters before the House for a vote as they do in other cases at the time of the Budget. As the whole motion is now before the House, I would like to draw the attention of the House to certain points mentioned in the report. The Public Accounts Committee has asked for certain information from Government and which the Government has promised to place before the Public Accounts Committee when they meet next.

**Mr. S. Satyamurti**: May I make a submission? I would like to speak on the motion also. So far, I have spoken only on the amendment.

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member will be given another chance. It is understood that any other Honourable Member who wishes to take part in this debate can speak on the motion as well as the amendment.

**Mr. Muhammad Ashar Ali** (Lucknow and Fyzabad Divisions: Muhammadan Rural): May I remind the Chair that today is Friday.

**Mr. President** (The Honourable Sir Abdur Rahim): Has the Honourable Member (Mr. Lalchand Navalrai) finished his speech?

**Mr. Lalchand Navalrai**: No, Sir, I have got certain points to make. I have read the report and there are certain points that I would like to put before the House.

**Mr. President** (The Honourable Sir Abdur Rahim): In that case, the Honourable Member can resume his speech after Lunch.

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

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

**Mr. Lalchand Navalrai**: The next item to which I make a reference is with regard to the introduction of development fund and re-estimate of works. At pages 2-3 of the Report of Public Accounts Committee, Vol. I, Part II for the year 1936-37, it is said:

"The position with regard to capital grants was better than that of previous years but still left considerable room for improvement."

Later on, it is said:

"In view of the practical difficulties inherent in a system which involves the execution and financing of capital works on a year-to-year basis and the lazing of provision on the 31st March, of each year, we suggest that the Auditor General and the Financial Commissioner should examine the suitability of introducing for railway capital expenditure procedure providing for a development fund on the lines of that recently adopted for the Posts and Telegraphs Department."

No doubt there is this difficulty which does arise, that is, if during a year certain capital works are not finished then the grant that has been given lapses. When capital works cannot be finished in a year, there ought to be some arrangement and it is suggested there should be a development fund, on the same lines as adopted by the Posts and Telegraphs department. Now, Sir, this is to be investigated and some idea given with regard to it. At any rate the report should be placed before the Public Accounts Committee to come to a settlement on this question. This would arise every year.

The next point that I should like to refer to is the revision of Railway Codes. This is also referred to in the Public Accounts Committee report. The fact of the matter is that there are various codes, regulations and rules that are being made from time to time by the Railways and the result is there is great confusion. There are at present Codes which are inconsistent with one another and contrary to one another. Whenever a question arises, there are a great many rules and regulations to be referred to on the point. The Public Accounts Committee has advised that these codes should be revised and all confusion removed. The codes should be simplified so that any officer of the railway could easily see what is the final authority on a particular point. It must be described in a manner which is understandable to every one without any difficulty or contradiction. With regard

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to that, I must also point out that there are statistics prepared by the Railway authorities from time to time and I believe every week, those who are Members of the Advisory committees on Railways, receive certain statements as to rates and fares and such other matters. But they are so complicated and there is so much difficulty in these forms that it is more or less a waste of energy as well as of money. They should also be simplified and information given in such a manner that they will serve the purpose for which they are intended. They should not be complicated, nor should they be too many.

Now, I come to the question of saloons. This subject has attracted the attention of the Public Accounts Committee and they were of opinion that these saloons should be done away with or at least decreased considerably in numbers. Now a report has to be made on that. We have been putting several questions on this subject and the only reply we received was that no new saloons were being built. That is not all what the Public Accounts Committee wanted. They wanted that the number of saloons should be decreased. I feel that there are many officers who do not require these saloons. They may as well travel in first class compartments. If the railway officers are obliged to wait for want of accommodation, there are rest rooms and dak bungalows nearby the railway stations which are at their disposal. This is another consideration for the reduction of the number of saloons.

I may also inform the House that some of these lower grade officers, like Sub-divisional Officers, have got four-wheelers; and an officer in Karachi informed me, and I know it myself, that these four-wheelers are very shaky and uncomfortable and they have got tired of them. So these should be done away with and they can travel by the trolleys which have been given to them. I hope the Public Accounts Committee which mooted this question will see that the number of these saloons is decreased. These questions will of course come up for discussion when the railway budget is discussed but I should like to point out that when the Public Accounts Committee has found fault with certain things they should be remedied. For instance, there is the question of passes. The Committee wanted in 1936 that these free passes should be stopped. Of course, the railways somewhat legitimately said that railway servants throughout the world are given these passes and there was no reason why they should be done away with. But my complaint is that the higher officers get many more amenities in this direction at the expense of the subordinate officials. I will deal with this point also at the time of the railway budget but I must draw the attention of the members of the Public Accounts Committee to this point. These pass rules were revised in 1937 and since then there has been great discontent among the subordinates which has been ventilated here by means of questions and otherwise. But we have got no definite reply and have been told by several Members in charge of Railways on the Treasury Benches, that the question was being considered. What we find is that before 1937 these officers and subordinates were satisfied with what they were getting; but the Public Accounts Committee said that the rules should be revised but not revised in the way the railway proposes to do. With regard to these passes there are two questions involved, namely, the number of passes and the class of passes. With regard to the number we were told the other day that the officers who will be appointed hereafter will get six

sets instead of twelve. But with regard to the subordinates only those who have 25 years' service have been given one pass more. The main question, however, is with regard to the class. I submit that those who get first class passes should be reduced and the subordinates who were formerly getting Intermediate class passes should continue to get passes of that class. Previously whoever drew a pay of Rs. 50 or over would travel Intermediate class but now that standard has been raised to those who get Rs. 76, because the railways know that there are thousands of persons on Rs. 60 who never rise above that. Therefore, I would ask the members of the Public Accounts Committee to consider this question. I find that the North Western Railway issued an extraordinary gazette on the 23rd December last containing their new proposed pass rules. These will have to be finally sanctioned by the Public Accounts Committee, according to the promise given by the Railway Member, and I would request the Committee to see that people drawing Rs. 50 and over get Intermediate class passes. Among the public, the people who get Rs. 50 or earn Rs. 50 and over usually travel in the Intermediate class and these Railway subordinates also should get passes for that class. With regard to the third class, the report shows that the number of people getting these passes has been considerably curtailed. Formerly people drawing below Rs. 50 used to get these third class passes and the number was three sets. Now they have raised that to four but many third class subordinates will not be entitled to passes and will not have them.

Sir, I will not take any more time but there are many other points and I hope the Public Accounts Committee, which has been very alert with regard to the Railway accounts as well as the general accounts, will see that the suggestions made by them are complied with.

**Mr. S. Satyamurti:** Sir, I am glad that after three long years we are having now a discussion of three years' Public Accounts Committee reports. I suggest that in many senses the consideration of these reports in these Houses has a value of its own, especially when and if we get responsible government. It is only on the Public Accounts Committee reports that we can discuss questions of large policy, without raising questions of confidence or otherwise in the Ministry. Under responsible government, any question of policy on which an adverse vote or even a strong adverse opinion is expressed may mean the death of the Ministry; but on the Public Accounts Committee reports it is a convention well established that you can discuss large questions of policy and express strong opinions without involving the dismissal or resignation of the Ministry. As Honourable Members know, there has been a recent change in the rule governing the functions of the Public Accounts Committee, thanks to the Order in Council. Till now our main function was to examine whether the expenditure incurred was "within the scope of the grant". Now the rule says,—I am quoting only the relevant words:

"whether money was legally available for and applicable to the purpose and the expenditure conforms to the authority."

But, on the whole, I submit that in spite of the change in the wording the main functions of the Public Accounts Committee have remained this year, and I trust will remain in the future, in spite of the somewhat alarming prospect to me of having a Civilian Finance Member, as chairman of the Public Accounts Committee—I trust the functions will remain more or less



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as they have remained all these years that I have been there. The main functions of this Committee, year after year, have been to see that there is no extravagance in expenditure, that there is no inaccurate budgeting which involves either over-budgeting or under-budgeting, and also that there is no expenditure beyond that sanctioned, that there is no rush of expenditure which is quite common or used to be quite common both in the Military Department and the civil Public Works Department as also in the Railways, towards the end of the year. We also keep a close watch on supplementary estimates and reappropriations, and I should like, if I may, to congratulate the Honourable the Finance Member and the Finance Department on their recent circular issued, I believe, two years ago, laying down the new procedure with regard to supplementary grants which, I believe, is producing beneficent results on the whole. In the new rules, the Public Accounts Committee has been given the very good function of examining the audit of receipts also. I am glad they have started auditing customs receipts and I trust that that audit will expand and hope that there will be audit of income-tax receipts. It is alright to keep a close eye on your expenditure, but if your income is not up to the mark, that is the mark sanctioned by the legislature to which we are entitled, mere audit of expenditure may not lead you a long way.

In most cases the Auditor General and the Finance Member are our philosophers, friends and guides in the Public Accounts Committee. On the whole the Auditor General has been doing his work well, and even the Government of India Act, 1935, bad as it is, provides for the position of the Auditor General being absolutely independent. He is appointed by His Majesty and removable only on the same conditions on which a Federal Court Judge can be removed, that is, on grounds of physical or mental infirmity or misbehaviour which can be decided only by the Judicial Committee of the Privy Council; and I hope that, in spite of future Finance Ministers or Financial Advisers, the Auditor General will continue to be as independent as he has been so far, if not more independent. His salary is a charge on the revenues of the Federation, and he need not be afraid of any Finance Minister or of the Government of India. Indeed in a democratic government I venture to believe that the Auditor General is really the watch-dog of the tax-payer in many spheres to prevent extravagant or unauthorised expenditure and to see that the vote of the House is respected in letter and in spirit by the spending departments.

The *deus ex machina* in all expenditure which we consider to be unauthorised or excessive or wrong is the Finance Member and his department. On the whole, I give this cautious compliment, that the Honourable Sir James Grigg has been a good chairman of the Public Accounts Committee. But constantly there is a quarrel going on in his own mind, as I can see sitting next to him these four years: he has sanctioned this expenditure or his department has: we raise the point: it appeals to his conscience and he tries to say things in his own picturesque way to the witnesses; but again and again the witnesses look helplessly up to him and say: "What are we to do? You have sanctioned it." I think, ultimately, he feels in very many cases that having been a party to these sanctions he cannot very well associate himself with the public criticism of this expenditure by the Public Accounts Committee. But, I think he has done as well as any other man could have done under similar circumstances; but I suggest that hereafter a convention should be established

or the rule ought to be altered so that the Leader of the Opposition or any other non-official Member may be the Chairman of the Public Accounts Committee. This system of the Finance Member being the Chairman is no good.

I have sat there, as I said, for four years and when we get witnesses I want to characterise first, that we get a bewildering variety. The Government of India has neither a body to be kicked nor a soul to be damned; because, year after year, with some exceptions like my Honourable friend, Sir Girja Shankar Bajpai, the witnesses change in variety, change in colour; and some of them say: "I was not here when this thing was done", and some of them are truculent and want to put us off, but we soon put them in their place; some of them come there with no preparation whatever; they open the files for the first time in our presence and find out what the explanations are: some of them are over-confident; some of them give wrong explanations; and all of them walk away from the room as if it were a prison house, as many of them have told me: there is no desire to co-operate with the Public Accounts Committee as the watchdog of this Legislature and of the tax-payers, or to lay all their cards on the table. Some of them of course are plausible, but I do suggest to the Government that they must instruct the secretaries in the various departments to look upon the Public Accounts Committee not as their enemies but as their friends to see to it that expenditure is controlled and spent as this House desires that it should be spent. Then they have always one excuse, which I am afraid the Honourable the Finance Member sometimes encourages. We give them a grant of say five crores: they underspend under several heads and overspend under several other heads; they take the *pluses* and the *minuses* together and say "On the whole we have spent only 4½ crores or 5½ crores and therefore you must not blame us too much." I have always dissented from that view that we should treat the Government of India as a trading concern and look at the profits and losses. The whole idea of the budget, with all its detailed grants, is to give the House an exact scope of the demands so that we may vote for them to be spent accordingly. But the Public Accounts Committee of last year has made a recommendation, I believe unanimously, and I hope the Honourable the Finance Member has taken action already on it, or will take action soon, whether we cannot have larger units of appropriation within a grant, so that we may avoid this theory of overspending and underspending under different heads, being put up, and also lead to more economy in expenditure.

My amendment that these recommendations ought to be accepted by this House has been ruled out of order by the Chair; I merely want to plead with this House that these recommendations of the Public Accounts Committee, except in two or three cases where we actually state that, are practically unanimous. We rarely, if ever, take votes in the Committee, and I want to assure this House that party differences which are so prominent here practically disappear in the Public Accounts Committee. We pull together: only the Chairman often finds that as an official member he cannot associate himself with our recommendations; therefore, I do hope that the House will study these recommendations carefully, follow them, and see to it that the Government accept them and act on them. But the abnormal delay of the Government of India is a matter of well-known comment. Undoubtedly they can go on like this and probably they will go on until a more vigorous government takes their place. I

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will give one or two instances. The Public Accounts Committee—would you believe me—since 1926-27, for 13 years, has recommended that the ecclesiastical expenditure should be properly allocated. For 13 years the thing has gone on in the outstanding recommendations: something or other comes up until now when they tell us they are taking a census of what are called entitled persons. When they will come to a conclusion I do not know. We have also been recommending, since 1929-30, that the incidence of expenditure on the Persian Gulf ought to be decided and as we have no substantial interest in the Persian Gulf His Majesty's Government ought to foot the bill. The matter is still pending consideration since 1929-30, for nine years. On the Indian Stores Department, London, also, we have been recommending its abolition from 1932-33; and I regret to find that after all the very efficient Sir James Pitkeathly, for whom I have great admiration, has been compelled, shall I say, or has recommended the continuance of this department, mainly because of vested interests.

So far as the future is concerned, Mr. Deputy President, we have made a provision that these Appropriation Accounts and the Audit comments thereon should be published as soon as they are available, and they can be published; I think, some time in March of each year they are available, and the Provincial Governments are now publishing them. The fact that they are not published till after they are presented to the House makes them absolutely too late. There is a legal difficulty that the publication of these comments may lead to some rights of action on the part of individual officers or others, but that can be cured by a standing Resolution of this House or by an annual Resolution of the House authorising the publication of these accounts and Reports as soon as they are available.

So far as the accounts under the new Government of India Act, 1935, are concerned, there are going to be a few changes to which I should like to draw the attention of the House very briefly. I refer, Sir, to page 6 of the Report for 1935-36 Accounts:

"We were interested in the information supplied to us by the Auditor General with regard to the position of Accounts and Audit under the new Government of India Act. We note that the Appropriation Accounts relating to defence, external affairs and ecclesiastical departments will continue to be placed before the Public Accounts Committee as at present. We realise that in accordance with the provisions of the Act the Committee will cease to be concerned with the accounts of the Federal Railway Authority and the Crown Department, but we understand that these Accounts with the relevant Audit Report will continue to be published. We wish to draw attention to the recommendation made by the non-official Members, with which the Chairman was unable to associate himself in view of his official position, that the publication of these documents should be considered to include their being placed on the table of the Legislature".

We have reiterated that recommendation at page 37 of the Report for 1936-37:

"The non-official Members of the Committee desire to reiterate their recommendation of last year that the Accounts and the relevant Audit Report of the both the Federal Railway authority and the Crown Department should be laid on the table of the Central Legislature."

Unfortunately, we cannot take a vote of the House on this matter, but I am convinced that if a vote were taken the entire House will vote for the publication of these Accounts and Audit Reports of both these departments and for their being placed on the table of the Central Legislature.

If they are so placed, I suggest that they ought to be referred to the Public Accounts Committee also.

Now, Sir, every year, as Honourable Members will have realised, we deal with the Railways in a separate volume together. For four days we have these railway witnesses before us. We discuss with them all possible accounts and matters, and I want to say that in our Chief Commissioners who have appeared as witnesses, we have had co-operating witnesses in the sense that they have withheld no information from us, although they have proved themselves continually irresponsive to our suggestions. The financial position of the Railways is not very re-assuring. On that matter, these three years' Reports are very convincing, although I find from this morning's communique they expect a very favourable balance sheet at the end of this year. Knowing, Sir, the very perilous financial condition of the Railways, we recommended the calling in of the services of an acknowledged railway expert to make recommendations to produce three crores of additional revenue, year after year, for the Railways, but we got a mixed Commission which came to these great conclusions,—that the Railways shall no longer be looked upon as sources of revenue to the general revenues; the Railways should be congratulated if they earn enough money to pay interest on their loans; the Railways cannot be expected to help the State; they must be allowed to raise loans in the open market; the State must confine itself to the position of a debenture holder so far as the State Railways are concerned. But somehow or other, although we had a discussion in this House on the Wedgewood Committee's recommendations, the Railway Board have gone on accepting or taking action on these recommendations with an alacrity which they rarely show in respect of far more important or urgent matters; but I should like to have an assurance from the Honourable the Finance Member or somebody who can speak on behalf of the Railway Board that, so far at least as the railway finances are concerned, the Government of India are not going to agree to the Railways never paying anything to the tax-payer but merely earning interest charges, or the Railways being allowed to raise loans in the open market or the State becoming a mere debenture holder, and last but not least, to accept the Wedgewood Committee's recommendations that the State ought to hand over the Railways to public companies domiciled in India. These are recommendations which are revolutionary, which this House does not want, and I hope the Government of India will bear them in mind before they pass orders on these recommendations.

From the present indications of the Government of India, I do not know if it is their final decision that the Railways ought to be allowed to build up a reserve of 50 crores partly for depreciation and partly for lean years for meeting interest charges. I do not know if it does err on the high side, but if they want to build it up, they must make the Railways very much more paying than they are today. But, so far as the question of making the Railways pay more is concerned, I am afraid, Sir, the Railway Board has been wholly irresponsive. They will not touch the question of retrenchment in the salaries. Excluding all salaries up to Rs. 50 a month, if they have a graded cut, they can get a saving of 1½ crores a year; but they will not think of it. They will not think of retrenchment of the staff in the higher grades. They will not deal with the question of reduction of saloons or of passes. On passes, I speak with great trepidation because of my friend, Mr. Lalchand Navalrai. I feel, Sir, that this matter of passes, especially about the higher class of railway officers,

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deserves consideration and drastic retrenchment. As for third class passengers' amenities, the Railway Board is moving at a snail's pace. Morning after morning, we ask how many new type of third class carriages you have introduced in the Railways, and the Honourable Sir Thomas Stewart, with his heart elsewhere and his feet here, always says: "I want notice; I know nothing about it; you ask somebody else",—and you find no appreciable progress is made in this matter. Then, Sir, they will not respond to the demand for the amalgamation of the Railways, although a feasible scheme has been produced to amalgamate the Railways of India into five or six systems. And as for Rail-road competition, they are going to depend upon the Motor Vehicles Act. I hope they will get something out of it, but they will do nothing by way of competing on equal terms with the motors by providing more amenities and more conveniences. But in the meantime they have done something by way of reducing the capital at charge, to which I think I ought to draw the attention of the House. Page 3 of the Report for 1935-36, Vol. I, Para. 2, says:

"We discussed at some length the reduction of 8-21 crores of rupees in the capital at charge of the Railways on account of the application of the current statutory rate of exchange to yet unliquidated liabilities which had previously been converted at the rate in force at the time when they were undertaken. Some of us consider that even if this decision was in accordance with the correct accounting principles the burden of the interest charges in respect of the amount in question should not in present circumstances have been transferred from the Railways to the general taxpayer."

The whole point is this. This is a jugglery of figures. Our loan remains the same. We have got to pay interest on all our loans, but the loans on account of Railways have been written down by 8-31 crores. I do not know if the Finance Department are happy over it, but Mr. Wilson, the then acting Chief Commissioner for Railways, who I hope is now all right and is in perfect health, the Agent of the Great Indian Peninsula Railway denied consistently that whenever the Railways make any profits, all their past debts to us on account of depreciation of the loans or of general contributions should be wiped out, and they ought to be allowed to build up a reserve fund of their own. That we cannot do, but this writing down of capital is a fallacious process, unless the Railways make so much profit and hand them over to the Finance Department for converting the debts and reducing debts. Unless that is done and we get actually the debt reduced, it seems to me merely to reduce the debts on account of some exchange operations is merely transferring the interest which is actually due and to be paid by the Railways to the general tax-payer, a financial procedure which, I submit, is wholly improper.

Then, Sir, the working expenses in certain railways have increased out of all proportion to their earning capacity. I can give instances, but I do want the Railway Board to look into this matter very carefully. There are railways and railways in this country. Some railways are very efficiently managed, some railways are not. I am gratified to say that under the item of capital expenditure, while the saving was to the tune of Rs. 8½ crores, three years ago, it has come down to Rs. 2 crores, thanks to the policy of lump cuts which we recommended and which the Railway Board are enforcing. I do hope that they will pursue this policy and see that they do not put too much in items of capital expenditure. Then, in the railway budget, Honourable Members will find unsanctioned items of expenditure running over many years. It is a scandal. I wish I had the time to point out the various items. For two years, three years, four

years and five years there have been and there are unsanctioned items of expenditure. That ought to be corrected. I know the Finance Department is taking strong steps in the matter, but the Railway Board is a very sleepy Board and they sleep over these things, and something ought to be done to make them work hard and wipe out all these unsanctioned and unauthorised items of expenditure very soon. From this year, a new system is sought to be introduced under which the Chief Accounts Officers in railways will work under the Agents. That was a recommendation which the Wedgwood Committee made but which the Public Accounts Committee turned down. In the Public Accounts Committee we had a very elaborate argument on this. The Auditor General, I believe, Sir Ernest Burdon, and Mr. Badenoch, had and have very grave misgivings about the results of that experiment. They feel, and the majority of the Public Accounts Committee agree with them, that the present system under which the Chief Accounts Officer is directly responsible to the Financial Commissioner and then to the Finance Member is much better to secure that amount of control over the accounts and expenditure which we have a right to expect. But, somehow, the forceful personality of Sir James Grigg nearly persuaded Mr. Badenoch to agree to the experiment being tried on two railway systems under very stringent conditions. The conditions are that the Chief Accounts Officer will work under the Agent but he will also be a Financial Adviser, that he will have direct access to the Financial Commissioner and that wherever he differs he will state the difference to the Financial Commissioner in his own language, that the Financial Commissioner himself will very closely watch the experiment and report to us at the end of next year and the Finance Member and the Auditor General also will watch the experiment. We agreed to only one railway in the first instance, but the Finance Member wanted two railways. My understanding at that time was that the two railways to be selected were one good—good, that is, in the system of accounting and financial check—and one bad. Somehow or other, the Honourable the Finance Member has chosen, I believe, the Great Indian Peninsula Railway and the North Western Railway. I presume the Great Indian Peninsula Railway is presumed to be good and the North Western Railway is presumed to be bad, I do not know. But if he has chosen them because both the systems are good, I give him notice in advance—he will not be here—that the experiment has not been tried under the conditions under which we wanted it to be tried. I want the system to be tried in two railways under conditions in which we can see how, apart from the personale of the Chief Accounts Officer or the Agent, the system by itself works. I am glad that Sir James Grigg will not be here when we meet next because I know he feels very strongly in the matter; I feel equally strongly. Unless, therefore, the experiment yields very fine results, finer than he expects. I give him notice that this experiment has every chance of being scrapped, especially as Sir Ernest Burdon may be here then.

Then, another matter on which I want to say a word with regard to railways is that they are revising their regulations. My Honourable friend, Sir James Grigg, is a hater of quantity, I believe, because, he loves quality—at least I presume so—, but to reduce regulations simply because they are large irrespective of the effect on efficiency and interests of service, is not a right method. I want the fullest possible regulations: By all means let us avoid repetition, let us avoid providing for small insignificant things. But it will be a dangerous thing for a public utility concern

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like the railways to leave too much discretion to officers and not to put them under proper control. That is all I want to say with regard to railways. I believe they are doing their best, but, at the same time, it does seem to me that the future of the railways is very dark. I believe they are all hoping that somehow the Federal Railway Authority will come and that then there will be no questions or discussions in the Federal Legislature about them, that they will be a kind of *imperium in imperio*, that then there will be no Public Accounts Committee worrying them, that there will be no voting on demands here. But I warn them that the Federal Railway Authority is coming only on the terms on which the people of this country are agreed that it should come. Let them not, therefore, hug the delusion that they are going to be an *imperium in imperio*. The Federation itself is hanging in the balance, and the Federal Railway Authority has nearly fallen off the balance.

We have a small Sub-Committee of the Public Accounts Committee where we deal with the defence budget. We get there Mr. Ogilvie, we used to get Sir Alexander Tottenham before him. These witnesses are plausible and sometimes angry. The Defence Department is the pet child of the Government of India. They think that anybody who asks them any question does so out of ignorance or prejudice or both, and it is very difficult to get satisfactory answers out of them. But, on the whole, we have been trying our best to do something even with them and I am glad that the revision of army regulations is now nearly complete; but on the one matter which interests the tax-payer most they have not yet completed these regulations. That is the stock limits held by Ordnance Factories, and especially by the Aviation Department. Let me give expression to a suspicion held by me and many other Honourable Members of this House and the public outside, that the Defence Department of the Government of India is not unoften treated by the defence officers in England as the dumping ground of their obsolete or obsolescent stores, that we buy them long after they have ceased to be useful, and we buy much more than is absolutely necessary for our requirements. I am hoping that these regulations will be soon completed, that stock limits will be available, and that the Auditor General, hereafter, will be able to give us a report that the stocks held are not beyond the absolutely necessary stock limits. There is one joke in the Defence Department. Although it is a small matter, I mention it as an illustration of defence extravagance in this country. Some officers are entitled, it seems, to some type of superior accommodation printed on paper. They do not get those houses, but they get what is called inferior accommodation. They are quite satisfied with those houses, they live in them, they pay the rents fixed for them, but it is supposed to be a deprivation of their rights and, therefore, we, the tax-payers, are asked to pay them compensation for getting and occupying inferior accommodation? Have you heard of that? We have tried our best. They have got a zoning system now. They have reduced the evil and even the Military Finance Department wanted the system practically to go but the Defence Department has so far said 'No', and when the Honourable Sir James Grigg goes, they won't have the courtesy even of saying 'No'. They will simply carry on.

Then Sir, so far as the Military Engineering Services are concerned there has been gross under-spending and many other defects, but we are now trying the experiment of sending trained accountants of the Public Works

Department. The result of this experiment has been rather funny. The Public Works Department consider it is a success and the Military Department say that they are educating these people and they are now very good. What the ultimate result will be, I do not know. We are watching to see whether there will be any real improvement in the Military Engineering Services. The last point in connection with the Military Accounts Committee Report is the late lamented defence reserve fund. I trust I may use that phrase. The Honourable the Finance Member is committed to abolishing that fund. It is a very funny idea. There is some saving because of cheapness in prices. The savings do not go to the Finance Member for general purposes, but used to go to the defence reserve fund. The defence reserve fund is nearly exhausted and I think the Government are now committed to having a fixed military budget and merely providing programmes for capital expenditure.

From that I pass on to the Civil Works budget of the Government of India, which is a perpetual source of anxiety to us. Our energetic Chief Whip, Mr. Mackeown, once represented the Public Works Department before the Public Accounts Committee. That Department, I think, Mr. Deputy President, is the most disappointing department of the entire Government of India. They always over-estimate. They always under-spend and yet the stock limits and the staff are maintained on the basis of the sanctioned expenditure. We sanction 13 crores. They spend eight crores and yet the staff is maintained for the expenditure of 13 crores and the stock limits are for 13 crores. We ask for notes. Elaborate notes are forthcoming, elaborately justifying the staff and the stock. I want to tell you one thing I have learnt. Whenever you raise the question of over-staffing, every Government servant comes and tells us: 'We are all over-worked, we spend sleepless nights. We have no time and we must increase the staff'. That is a matter on which the Honourable the Finance Member and this House can form their own conclusions, but so far as the Civil Works Department is concerned, we must have a new system. We have made a new recommendation for a lump grant for capital expenditure, provided the Legislature votes the lump sum grant in the first instance and, year after year, also votes the expenditure for that year. As it is, the budget of the Civil Works Department is one of the most deceptive that is placed before this House.

I want to say a word on the Vizagapatam Port which belongs to my Presidency. It is not a paying proposition. It has not been for some time but just now it looks as if we are turning the corner. The committee have decided that the harbour ought not to be closed down but that expenditure, in the future, ought to be confined purely to remunerative items or those which are indispensable. There is one handicap under which the port suffers, namely, that the railway authorities do not charge freights which will give a decent chance to the port. We have recommended that the port authorities should take up this matter with the railways for consideration.

There is another item which comes before us which is of great interest, the North West Frontier Province Watch and Ward and unauthorised funds. These funds are practically closed now but still there are two or three funds, such as the entertainment fund, secret service fund. If I read to you the various items on which this money is spent, you will understand the various ways in which our money is being spent. If you



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turn to page 112 of the accounts of 1936-37, volume I, you will find this: Entertainment Charges: incurred in the Frontier Province. They are intended to cover entertainment and travelling expenses of individuals and parties who visit the Political Officer in connection with Government duty or who perform duties involving them in expense. The money may be paid in cash to the person or persons for whose entertainment it is intended, to some other person who has paid the expenses of entertainment, to some shop or company which has provided the entertainment or conveyance or in many other ways provided the object of entertainment or paying expenses is kept in mind.

Then, under secret service you find this: Secret service money is intended to cover rewards whether in the form of cash, of presents such as shot guns or binoculars, of assistance with an irrigation scheme, given in return for information received or for some other purpose which it may not be desirable to specify.

Now, you can understand how some of our money is spent in the Frontier Province. We are trying to control it, but we cannot do very much. I must say that Sir Aubrey Metcalfe, who often appears before us on these matters, is a very plausible gentleman. He says many things but gives very little information to us, and we are not wiser even after we have examined him for three or four hours.

Then, Sir, we come to one of the big departments of the Government of India, the Post and Telegraph Department represented by my esteemed friend, the Honourable Mr. Bewoor, whom we are glad to see here again. On the telegraph side, we have sustained losses and are still sustaining losses and when we ask him whether he cannot retrench the staff, he says: "we have already retrenched too much. I must recruit more staff." You cannot understand the audacity of these gentlemen until you see them come before the Public Accounts Committee. They will go on incurring losses and yet they will ask for more money. They will claim all the advantages of a commercial concern. They now put a dilemma to us, and say that all these losses are traceable to press telegrams. Therefore, will you increase the press charges? They want to create a quarrel between us and others outside this House. I say it is the job of the Department. If you are convinced that it is a loss which you cannot incur, say so and take the responsibility. Another method which the Honourable Sir James Grigg has invented is to keep off the half anna post card as late as he can, by saying that the Postal Department must pay for the accumulated losses for the last so many years.

**The Honourable Sir James Grigg:** They borrow money from us.

**Mr. S. Satyamurti:** If all debtors paid their debts whether they can afford it or not, then this world will be a different world from what it is. England herself is a supreme example of a defaulter in that respect. Therefore, this idea of compelling the Postal Department to pay, year after year, for the next five years, out of their surplus, if there is any, is a matter which cannot be justified, except on the ground that the half anna post card shall not be given to the poor people of this country. Then they want to build up a revenue reserve fund when they get a surplus, and,

therefore, Sir James Grigg has seen to it that even after he goes the half anna post card cannot rear its head. I do not think the Post and Telegraph Department has been treated fairly in this matter.

Another joke of the Government of India is the Mathematical Instruments Office. We spend a lot and earn less. The Defence Department used to get all their work done in the Mathematical Instruments Office, and now they have withdrawn their work and the Government of India plead helplessness. The Defence Department is an *Imperium in Imperio*. They can do just what they like. For them the Government of India do not exist, and the Mathematical Instruments Office must lose because the Defence Department will not have its work done by them. You and I must pay for two different sets of offices for doing the same work. Then there is a theory—I do not know what the House thinks about it—that the Government of India, although they lose on a concern like this, must not compete with private trade. That is, the taxpayer must pay a premium to the private trader in order that it may make profits and that no work which they can do should be diverted to the Mathematical Instruments Office. Today they can do more work and get more money. They have made a small concession that Local Governments and universities, etc., can give their work to them. Sir, I do not see why this office should not do normal work and make at least its both ends meet. Then there is the Wellington Milk Depot which is another joke of the Government of India. Are you aware, Mr. Deputy President, that they make butter and cream and sell all that at cheaper than cost price? Sir, in this poor country, while exalted personages appeal for freer and cheaper supply of milk for school-children, there are Government concerns which sell milk, butter and cream to soldiers at less than cost price and when I ask, I am told, "there is some old contract". Well, why don't you terminate it? Well, for four years we have tried, but nothing gets done. In the meantime, we are being made to make a subsidy to soldiers who can afford to pay for milk and to sell it to them at less than cost price. Similarly, the Karnal Farm, very near Delhi. I do not see why it ought not to be made common with the Imperial Agricultural Farm at Delhi. That does not cost money, but it is being kept up merely because the Provincial Government want it and the Punjab Government stand high in the counsels of the Government of India just now. Then, with regard to expenditure on New Delhi, this is the white elephant of the present Government of India. We have made a recommendation which I hope the Government of India and the House will accept that no expenditure, unless it is of a definitely remunerative character, ought to be charged to capital and all extra expenditure ought to be charged to revenue. I believe there is no financier in this House or outside who can dispute that. The Honourable the Finance Member does not. But there are conservative forces at work which will upset this calculation and I do hope that the Government of India will see that unless the expenditure is of a definitely remunerative character, all expenditure on New Delhi hereafter will be debited to revenue and not to capital.

**Mr. B. Das** (Orissa Division : Non-Muhammadian) : That should always be done .....

**Mr. S. Satyamurti** : I agree with Mr. Das, but we have got mosquitoes, we have got marshes, and we have got to do something. Then, so far as the Central Public Works Department is concerned, I want to say that they work sometimes on behalf of Provincial Governments and when

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we ask questions they plead inefficiency of other Departments or of the provinces. I think some definite policy ought to be evolved by the Central Public Works Department by which the Central Public Works Department should do all the public works itself, or the Provincial Governments should agree on some definite principle of allocation of expenditure. Then, in Calcutta, we have two presses, in Delhi we have another press, we have asked for the two Calcutta presses being amalgamated and that has gone on hanging fire, because of vested interests. I suggest that all these presses should be transferred to New Delhi.

Then with regard to the Indian Stores Department I want to say that we find that the Indian Stores Department does very little work in England and yet it is being kept up—I do not know why. Sir, in the Evidence Volume for 1936-37 at pages 106-7 they will find that the examination of Sir James Pitkeathley went on in this matter. The value of stores purchased in Great Britain was £799,766. Ninety per-cent. of the entire purchase was in Great Britain, in other countries less than eight per cent. Therefore, you will find that an expenditure of £141,386 is incurred for the purchase of £799,766, worth of materials. I submit there is no case for the continuance of this Indian Stores Department in London. It ought to be abolished and, if necessary, a branch of the High Commissioner's Office may be entrusted with work on behalf of the Indian Stores Department in India. We have also made a recommendation, Mr. Deputy President, that such remaining agency functions which are now performed by the Secretary of State for India should be transferred to the High Commissioner and that all charges on behalf of the Secretary of State should be borne by the British Exchequer. It is an eminently reasonable recommendation and I hope that the Government of India will accept it.

We have also this practice of commutation of pensions. We have recommended that it should be charged to revenue and not to capital. Sir, commutation has till now been charged to capital. That is a most extraordinary arrangement and it ought not to be done. The Madras Government in fact has abolished altogether the system of the commutation of pensions, and I commend to the Government of India that example and I suggest that they should abolish this system also.

Now, under Civil Aviation, we have found again and again that there have been great arrears of expenditure. They are trying to catch all that up. I hope they will pull up and will not have great arrears of expenditure on their hands. Then every year we make a provision of three crores of rupees for reduction or avoidance of debt. There are two schools of thought about it. One school believes that three crores is too much; another thinks it is too little. My own personal view is that this ought not to be a permanent or unvarying figure. Our national debt is not very high, but it does seem to me that the earlier we liquidate our sterling debts, the better for us. I would like to see if we cannot make a larger provision than three crores a year for the reduction or avoidance of debt. Then there is a common practice in the Government of India, the Finance Department included, for creating new posts in the middle of the year. That is done in two ways,—first, by reappropriation, which I say is very unsound. This House votes so many crores for services and so many lakhs for staff. To reappropriate from services to staff is to defraud the Legislature altogether. We have no right to increase staff and save money on

the services which this House has voted for. Another is by supplementary demands,—and the Foreign and Political Department and the Finance Department and the Crown Representative's Department have been the greatest culprits in respect of this matter. Sir, in the Budget they ought to put down their requirements of staff. Unforeseen and unforeseeable circumstances may arise, but I claim it is a matter of simple financial propriety that you ought not to go on upsetting the Budget by creating and adding new posts in the various Departments. Now the Finance Department goes on creating new posts of Additional Secretaries, Additional Joint Secretaries and so on, and while that is so, well, the other Departments snap their fingers at the Finance Department and say, "you have done it, why cannot we?" I do hope, Sir, that as the Honourable Sir James Grigg will be shortly going, he will leave behind at least an abjuration that such increase of staff ought not to take place in the middle of the year, without having been provided for in the Budget.

Having dealt with these general matters, I want to conclude by referring to a few small points with regard to railways first. I am talking of those recommendations which are printed at the end of each volume and which are carried on year after year. This is the method by which the Committee keeps in touch with the Government and with its own recommendations and see how far they are carried out. The railway recommendations are contained in the report of 1936-37, on pages 20 onwards. The first two recommendations to which I refer are with regard to saloons and free passes. About the saloons they have promised that they will incur no fresh expenditure, but I think the Committee has asked them to inquire whether the number of saloons maintained for the use of the railway officers cannot be reduced. These saloons were built and the number was settled when the travellers' bungalows were not available. It seems to me that a case does exist for the reduction of these saloons. On free passes, I have said, at least in the case of higher paid officers, that their number should be reduced. On page 22, there are just two other recommendations that the Railway Board would bring to the notice of the Administrations concerned, namely, the comments made by the Director of Audit with regard to pay and control of expenditure on the Bengal Nagpur Railway and the East Indian Railway. I think these are the two railways which have shown some deterioration and the Railway Board must do something to pull them up. The other recommendation is No. 15 in which we have asked the Auditor General in consultation with the Railway Board to investigate the possibility of modifying the present method of accounting with a view to avoid large variations between the estimates and the actuals.

Then, I go to the general report of 1936-37 and I want to draw the attention of the House to just a few of the recommendations which start from page 50 of the report, Volume I. I have referred to the Mathematical Instruments Office already. I want to draw the attention to the position of the Government on page 51, where it is said :

"The Government of India have decided that it is neither practicable nor desirable to allow the Mathematical Instrument Office to take work direct from the public. The Mathematical Instrument Office will continue to undertake certain special classes of work for private and local bodies."

Then, Sir, we have already recommended the device of different lump sums being considered in connection with certain grants where there have been certain savings. This has worked well in the railways and I commend to the Finance Department and to the Government of India the extension of this system more and more.

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Then, I talked about the Secretary of State and his functions and those recommendations are on page 52. We have said :

"That unless there are very strong administrative or financial reasons for continuing the existing system the agency function at present performed by the India Office on behalf of the Government of India should be transferred to the High Commissioner and the remaining cost of the India Office should be borne by His Majesty's Government."

The Government's answer is:

"It is hoped that this question will shortly be investigated in London by a representative of the Government of India."

I understand that Sir Ernest Burdon, when he was last in England, examined this question. I want to know whether the Government of India have heard anything from him and, if so, what his recommendation is. Then, on page 54, we recommend :

"That the legal difficulties, if any, with regard to the recovery of money due from an officer on pension should be examined, and if necessary legislation should be undertaken to remove them."

The cause for this is this that sometimes we find that officers who commit frauds retire on pension and then we are told that we cannot recover any money from their pensions. The Government of India's action (page 55) is this :

"Draft rules, providing in respect of new entrants to the Secretary of State's Services for recoveries from pensions, were forwarded to the Secretary of State for his approval. He has decided, however, in view of existence of means of recovery in cases involving fraud through the law courts, of the difficulties attendant on investigation when the retired officer is resident out of India, and of the resulting discrimination between the liabilities of pensionable and non-pensionable Services (provident funds become absolute property of an officer on retirement), not to frame such rules. The Government of India are reluctant, in this matter, to treat other Government servants differently from Secretary of State's officers, and have consequently decided to abandon the proposed amendments in respect of the Services under their control."

The Government of India have not done well. The Provincial Governments have not hesitated to reduce the scale of services under their control, because the Secretary of State will not do so for the services of those who are under him or who are recruited by him. Similarly, it seems to me that the Government of India, accepting the validity of these rules, should make them applicable to all the services under their control and thus bring moral pressure to bear upon the Secretary of State so that he may also abide by this rule. With regard to other recommendations, I have already referred to various recommendations in the course of my speech.

Now, Sir, I wish to conclude by making a reference to the work of this Committee itself. We find that on the whole the Committee, because of the principle of continuity which this House has observed on behalf of all Parties, is trying to assert itself. But I do feel, as I said at the beginning of my speech, that the Chairmanship of this Committee ought to go to the Leader of the Opposition or some other non-official Member and not be in the hands of the Finance Member. I repeat that I view with alarm the fact that a Civilian Finance Member will be the Chairman of the Public Accounts Committee. For the last 15 years, practically ever since the Public Accounts Committee began to function, we had three non-Civilian Finance Members, Sir Basil Blackett, Sir George Schuster and Sir James

Grigg as the chairmen. They may be good or bad but, at any rate, they were not Civilians. Therefore, they did not have the prejudices of a life time and they generally bring to bear upon these financial questions somewhat of a fresh mind. To get a Civilian hereafter is going to be a handicap, and I trust that this House will insist upon a non-official chairman of the Public Accounts Committee. I do hope that the Defence Department will be taught by the Finance Department its own place. They are not really now under any control whatever. They are their own masters. Do you know what the Finance Department does when it wants to increase its staff? I am seriously told by the Finance Secretary that whenever they want any extra expenditure for staff, they ask the consent of the Home Department, and the poor Home Department cannot say, 'no' to them.

I suggest to the Honourable Members, who have got the time, to read these volumes, both the report and the evidence volumes. Sir James Grigg fought very hard against the publication of these evidence volumes, but the House asserted itself. The evidence volumes have now been published, although there is a somewhat intriguing note at the beginning of the volume that they cannot be read as if they represent the entire proceedings but are merely illustrative. I see no sting in it, but even as it is, the evidence volumes will serve some purpose. I have said more than once, and I repeat to the House that whatever the Finance Department or the Finance Member may think of the Public Accounts Committee, it has made itself an instrument of fear to the spending departments. The spending departments are often told by the Finance Member, "you ask for more money, you ask for re-appropriation and you ask for supplementary grants, but what shall I say to the Public Accounts Committee". I claim that as a result of four years of work of the Public Accounts Committee. With greater accuracy of budgeting and wise and better control of expenditure, they are sure to improve, except in the case of the Civil Works Department and the Defence Department. We hope that both the Railway Codes and the Army Regulations are on their way to completion, the numerous unauthorised funds in the North West Frontier Province have all been closed.

There is one subject to which I did not refer. If you refer to the Budget volumes, you will find there is a grant for Loans and Advances to individuals, Princes and Notabilities and others. I do not see why they should get these loans. I think the system is very nearly stopped, and I think we ought to get back these loans as early as possible. I do not see why the poor taxpayer's money should be spent on these loans and advances to big people.

On the question of supplementary grants and reappropriations also, we have evolved a new technique which I trust has given greater control to the Finance Department generally and this House also. That has been the work which we have done for the last four years in the Public Accounts Committee. What the future has in store for us nobody knows, but whatever the future may be, I trust that this House or its successor will have always a watchful, vigilant, alert and hard working Public Accounts Committee which will not hesitate to do its duty by the taxpayer, that it will have a vigilant and alert Chairman who will not be too much impressed by the difficulties of departments and last but not the least this Government or its successor and their officers will learn to recognise in the Public Accounts Committee a friend and not an enemy.

**Dr. Sir Ziauddin Ahmad** (United Provinces Southern Divisions : Muhammadan Rural) : Sir, I take this opportunity of recording the good work done by the members of the Public Accounts Committee. This is a statutory body of the Assembly and we are thankful to the Members for placing before us a volume of information but for which we would have no opportunity of understanding the working of the various departments. I frankly say that I have read carefully the volumes of evidences as well and I was very much impressed by the manner in which our Members carried on their duty in this committee. I hope that the Government officials will recognise that the Members of the Public Accounts Committee enjoy the fullest confidence of the House and they represent not only themselves but they represent the House and the taxpayers of India. I must say that while we are discussing the Public Accounts Committee report, we are not discussing the work of the Honourable the Finance Member alone, but we are reviewing the work of the Government of India as a whole. It is rather a pity that other Members of the Government of India, except the Honourable the Finance Member, do not choose to find it convenient to be present here to listen to the criticisms of their respective departments. They treat this as a matter of no consequence. Unfortunately the Finance Committee has ceased to function for the last two years and the only way by means of which other Members get the information about the working of the Government officers is by means of the report of the Public Accounts Committee.

Now, I come to a few specific points. First I take up the report on the Accounts for 1935-36. At page 37, they have raised this question of charges levied on the Postal Department for the haulage of postal wagons. The Public Accounts Committee raised this question that the amount which the Post office really pays to the railways for the haulage is not enough. I have got before me a report written about the Great Indian Peninsula Railway. It has raised the very same question and it says that the haulage for postal vans, for a four wheeled vehicle on the broad gauge is 36 pies per mile, in the case of military wagons, the charges are 66 pies per mile and the haulage for a Government-owned four wheel van on the broad gauge is 72 pies. While the Government are paying as much as 72 pies per mile, the military is paying only 66 pies and the postal people are paying only 36 pies. If only you calculate the loss on the Great Indian Peninsula alone, from 1932-35 during the three years, they have sustained a loss of 61 lakhs on account of the under-charge for postal vans. I think it seems most desirable that this question ought to be amicably settled between the railway authorities and the Postal Department. Both of them profess to be commercial departments and it is not desirable that the burden of expenses of one commercial department should fall on another commercial department. They, of course, might say that they have settled the affairs among themselves. But it is not correct. It should be settled in a more equitable manner.

Now, coming to the report for 1936-37, there the question of ticketless travel is raised. The Public Accounts Committee report says :

"As regards ticketless travel, the Chief Commissioner stated that the appointment of additional ticket collecting staff and intensive checking had an immediate effect, and that every effort was being made within the existing law to reduce the possibility of evasion."

I have repeatedly said on the floor of this House that they are not introducing proper methods for checking tickets. They are constantly

keeping the ticket checking staff in a state of great dissatisfaction. They are not doing justice to them and the result is that they do not carry out their duties properly. I have been fighting for the last five or six years for doing justice to the ticket checking staff if you want to produce better results. There the fault does not lie altogether upon the ticketless travellers. It also lies on the system which the Railway Board have introduced, especially on the East Indian Railway and the North Western Railway. Therefore it is very desirable that before any legislation is undertaken on this matter—I am sorry to say that the Honourable the Railway Member is not here to hear the criticism levelled against his department—it is desirable that they should set their own house in order. They make no efforts whatsoever to improve the system of checking tickets and they come here to the House with drastic measures to clothe themselves. In this connection I have repeatedly pointed out and fought with the Financial Commissioner that the system of checking tickets ought to be left to the auditing department, but they have transferred it to the operating department. This is entirely unsatisfactory.

Now, I come to the question of passes. Here, I am afraid I do not see eye to eye with my Honourable friend, Mr. Satyamurti. I really join hands with my friend, Mr. Lalchand Navalrai. If you deprive your staff of legitimate passes, you are keeping them dissatisfied. You cannot get any work out of a discontented staff.

**The Honourable Sir James Grigg:** Then give them all they ask for? Is that your way to keep them satisfied?

**Dr. Sir Ziauddin Ahmad:** To a reasonable extent, I do not think the Railway Department will lose much if they restore the conditions of passes as existed in 1933.

The next point which I should like to refer to is the question of amalgamation of railways which is raised in the report for 1936-37. In this amalgamation question, the Railway Board have gone definitely against the recommendations of the Acworth Committee. They say that this amalgamation will not yield the desired result and they even go so far as to criticise the system of amalgamation in the British railways. I think they are taking us in a direction opposite to the direction in which the world is moving. It is universally recognised that the system of amalgamation on the whole is more efficient and certainly it is much cheaper. Now we are led to believe that this system is not the right thing and that we should have various railway administrations in order that—the phrase used actually is—there may be a healthy competition between them under one central administration. I think they forget that there is an enormous expenditure on account of the duplication of work. Look at the Clearing Accounts Office: the whole of this department is waste and they should have abolished it long ago. Then there is the question of supervision and overhead charges. If we abolish these agencies it is absolutely certain that there will be an enormous saving in the overhead charges. Therefore, we ought to reduce the number of agencies and reduce them, if not to one, at least to four just like the four divisions of the Army. Therefore, amalgamation is a thing which ought to be taken up.



[Dr. Sir Ziauddin Ahmad.]

Then, on page 13 of the report for the year 1934-35, the Public Accounts Committee has discussed the question of auctioning waste matter. This question has become really scandalous as far as the North Western Railway is concerned. Our attention was drawn to it about six years ago and a series of questions were put here. People who were responsible for running the railways deliberately changed tried auctioneers and put in some other persons for this work who were not equally efficient. Then there was the question of the sale of scrap iron. There is a great deal of scandal going on in the North Western Railway over this question, so much so that any person who gives any assistance to the person making an enquiry is punished and, therefore, they want to keep all the facts confidential not only from the public but from the Members of the Legislature and also from the very officer who is going to make the inquiry. I think this question of scrap iron on the North Western Railway is as scandalous as the Kangra Valley affair where, when the scandal came out, the man in charge burnt all the papers and left the country. We, who represent the taxpayers of the country and who are the real sufferers, should look into it and see that there is no waste.

Next I come to the Wedgwood Committee. A good deal has been said about this Committee. I have seen a note which said that there are two kinds of committees which are useful. One is a committee of a single individual who gives his views which you may or may not accept. A good example was the Niemeyer report on the general administration and the Robertson report on the railway side which was written in 1902. A second kind of committee which is also useful is where you have representatives of every interest and the discussions and evidence are all open and every side of the question is fully discussed. A good example of such committee was the Acworth Committee and also the Islington Committee. But a committee of the type of the Wedgwood Committee is worse than useless. What has happened in this case is that the railway officials wrote the report and got the sanction of the committee in order to carry on their work. Therefore, a committee should either consist of a single individual whose opinion may or may not be acted upon or one in which public opinion is strongly represented and every side of the question clearly discussed. But a committee of this kind is a waste of public money and does great harm to the country, and the less we talk about the recommendations of this committee the better. I think the Public Accounts Committee has done a very great service to the country in criticising in detail every recommendation of theirs and Government will do a real service to the country if they shelve this report and take no action as if the committee did not exist. We are on the eve of the Federal Railway Authority and we do not know how it will work, but I am myself getting very nervous about the future of the Indian railways. I will take only one example. In 1924 at the time when Government acquired the East Indian Railway there was the unanimous verdict that the East Indian was the best managed railway in India. But after coming under the Railway Board this line is now reduced to a position where people tremble to travel. There are undoubtedly certain defects in the administration of the railways but as we will have a debate on this in a few minutes I will not deal with them here. But the fact is that they call it a commercial line

but they change their manager at very short intervals. They gave a large number of extensions to Mr. Colvin, but besides that one case you will find that there had been frequent changes in the Agents, none of them was permitted to stay on for more than two or three years and some of them, less than one year. Every Agent had been counting days of retirement. Then there is always a confusion of responsibility between the Agents on the one side and the Railway Board on the other. Therefore there is this one of the points that is responsible for the deterioration of the administration on the East Indian Railway. In addition to this frequent change of Agents, confusion of responsibility, there is also a constant sense of rivalry between the O. R. R. Staff and the East Indian Railway staff since they were brought under one regime in 1925. This is a thing which requires very serious consideration. Since the Acworth report we have adopted a definite policy of acquiring these railways and bringing them under State administration. At the same time we have found that the working of the Railway Board which represents the Government of India has not proved a great success. We require a definite change in the policy and personnel and the method of administration of the Railway Board as well as in the case of the Agencies and I think we should undertake it at once specially when we are to hand over the entire administration to a small board to be called the statutory railway authority. This particular body which will come into existence will have all the powers which are now enjoyed by the Governor General in Council, the Member in charge of Communications, the Legislative Assembly, the Public Accounts Committee and the Finance Committee. All these powers will now be vested in the statutory Railway Board and I think there is a talk that the members of the Board should be part-time officers.

**Mr. President** (The Honourable Sir Abdur Rahim): What is the Honourable Member discussing now?

**Dr. Sir Ziauddin Ahmad:** I am discussing the Wedgwood Committee's report which has been mentioned here.

**Mr. President** (The Honourable Sir Abdur Rahim): The Chair would like the Honourable Member to give the reference to the page of the report.

**Dr. Sir Ziauddin Ahmad:** I refer to the report of 1935-36 which relates to the Wedgwood report.

**Mr. President** (The Honourable Sir Abdur Rahim): The Chair does not think the whole of the railway administration is under review here.

**Dr. Sir Ziauddin Ahmad:** The statutory railway authority is discussed and reference made to the recommendations of the Wedgwood Committee on pages 22-27 of the report for 1935-36.

**Mr. President** (The Honourable Sir Abdur Rahim): But the general administration of the railways is certainly not discussed here. The Honourable Member will have plenty of opportunity when the Railway Budget comes. All this is irrelevant to the present discussion.

**Dr. Sir Ziauddin Ahmad:** All right, Sir. I will leave this particular question till the Railway Budget comes. I would next point out that there should be greater scrutiny of capital expenditure of the railways. There is an enormous waste in capital expenditure: money is being spent lavishly and as the Public Accounts Committee has remarked, it is now proposed that the capital should be written off. It really means that the taxpayers will have to pay the entire amount. This requires serious consideration. With these words I conclude my remarks.

**Prof. N. G. Ranga** (Guntur cum Nellore Non-Muhammadian Rural): Sir, I am glad my honourable friend, Mr. Satyamurti, has already stated most of the points that have to be mentioned to the House. It is quite like him, because, even on the Public Accounts Committee, he does most of the work on behalf of almost all the members excepting Sir James Grigg, because Sir James Grigg does not allow his work to be done by anybody else.

**The Honourable Sir James Grigg:** Will the Honourable Member repeat his joke?

**Prof. N. G. Ranga:** You look into the proceedings. Sir James Grigg has already got too many compliments from my Deputy Leader, and I do not think he is in need of any more. But I would admit that Sir James Grigg is a very clever and intelligent man.....

**The Honourable Sir James Grigg:** I wish I was sure you were a better judge!

**Prof. N. G. Ranga:** After having seen Sir James Grigg in the Chair, I am particularly anxious to have an ordinary non-official Member of this House to be the Chairman of the Public Accounts Committee...

**The Honourable Sir Nripendra Sircar** (Law Member): What is an ordinary Member?

**Prof. N. G. Ranga:** A non-official Member of this House. It is for this reason, that Sir James Grigg has come to this country with very definite views. He was not very much in favour of State ownership of railways, nor was he very much in favour of legislative control over those railways or railway officials; with the result that in the very beginning he has taken us in, including my Deputy Leader, by his great affection for railway economies. He was so plausible and so reasonable and anxious about the Indian finances that he made us all realise that the time had come for the appointment of an expert to go into the railway finances. I do not know how it happened; but, somehow or other, all our financial experts were simply taken off their feet, and we were all made to feel that we were going to be faced with a deficit of five to six crores in the railways; with the result that there was a regular panic—a Zinovieff letter—not exactly a letter, but something like it, and so we agreed to the appointment of this committee. On second thoughts we said an expert committee. It was an expert committee, but he did not give us what we wanted: he gave it in his own way, and unfortunately

we did not know, and we do not seem to be any the wiser even today, that Sir James Grigg has his own way of doing things. He gave us a committee which went fundamentally against the very principle that was accepted by this House and by the country in regard to the management of railways that more and more Company railways, as their contracts came to end, should be taken over by the State under State management. The committee has recommended against that. Secondly, there were these railway accountants.....

[It being Four of the Clock.]

**Mr. President** (The Honourable Sir Abdur Rahim): Order, order. The adjournment motion will now be taken up.

### MOTION FOR ADJOURNMENT.

#### DERAILMENT OF THE DEHRA DUN EXPRESS.

**Mr. Mohan Lal Saksena** (Lucknow Division: Non-Muhammadan Rural): Sir, I move:

That the House do now adjourn.

I think I am voicing the feelings of every one present in this House when I say that our sympathies go to the injured and to those who have suffered because of this disaster and to the relatives of the deceased. This disaster took place more than three weeks ago and it was hoped that coming as it did after three other serious accidents within the space of seven months the railway authorities would take prompt action to restore confidence in the travelling public. We had also hoped that the least that could be done to restore public confidence was to hold an inquiry by an impartial tribunal. But nothing was done. As a matter of fact, there has been a demand for an enquiry by an impartial tribunal from all quarters. Babu Rajendra Prasad, of all persons, made a demand for it and said in his statement that reports had reached him that all that was humanly possible had not been done for the rescue of the injured and that the public was not allowed to go near the place of accident to render help to the injured. But, short of an inquiry held by the Senior Inspector of Railways nothing has been done. There was a demand made by the Bihar Government and a resolution was passed to that effect unanimously by the Bihar Legislative Assembly, and it was hoped that the Government of India would accept it. Honourable Members are aware that when an adjournment motion was moved in the Council of State the Chief Commissioner for Railways stated that he had received the resolution only a couple of hours before the actual discussion took place and he would sympathetically consider it and see whether a committee was necessary. We had hoped that by the time the Assembly met the Government would have come to a decision on this question which has been agitating the public mind. Not only from the point of view of the Government but even from the point of view of the railway administration it was necessary that prompt action should have been taken by the Government.

After all, the East Indian Railway is one of the railways which yields the biggest revenue. These accidents have taken place one after another in practically the neighbourhood of the same locality, and, naturally, feelings of insecurity and anxiety have been aroused in the travelling public. Representations were made even by Chambers of Commerce for the appointment of an inquiry committee but nothing has been done. After all it was the duty of the Government, even supposing

[Mr. Mohan Lal Saksena.]

that the theory of sabotage was true, that the finding that the accident was due to sabotage should have been confirmed by an impartial tribunal. Why should the Government fight shy of it? Either the Government and the railway authorities did their best and all that was humanly possible to give relief to the injured and to rescue them from the debris or they did not. If they had done what was humanly possible, they should be only too glad to appoint an impartial tribunal; but instead of that Sir Guthrie Russell in his speech almost supported the finding of the Senior Government Inspector, nay, he even went to the length of justifying the theory of sabotage by saying that an engine could jump like a jumping horse about 36 feet without rails on jaws. Sir, I am not prepared to believe that. It may be correct, but certainly a layman like myself cannot believe that a heavy engine could move simply on jaws, because we must bear in mind the fact that between the jaws there are gaps, and the wheels of the engine could pass only on these jaws, but the tender could not pass over these jaws although its wheels are comparatively much lighter than those of the Engine. But whatever the cause, it was up to the Government to appoint an impartial tribunal to inquire into the cause of the disaster to find out whether everything that was humanly possible had been done to give relief to the injured, to extricate those who were injured and thrown under the debris.

I do not know if the Honourable Member is aware of it, but there are rumours afloat that the fire that broke out was due to the negligence of the railway authorities. It is said in the Report of the Senior Government Inspector for Railways that perhaps some passenger was smoking and he must have thrown down some lighted match stick, and that led to the fire. I am not inclined to believe that theory either, because from the Report itself it appears that within 15 minutes of the accident the fire broke out, and I am sure none of the passengers could have had so much composure or peace of mind at that juncture as to enjoy a smoke just near the place where the accident took place. As a matter of fact, there was a letter in the *Statesman* of the 31st January in which it is stated that the fire might have been due to something having gone wrong with the electric fuse. Whatever the cause of the fire may be, the fire greatly added to the suffering of the injured passengers. But what surprises me still more is that the fire was not extinguished for another 36 hours. Even the biggest fires are controlled. There were railway trains passing to and fro, fire extinguishers could have been requisitioned even from Calcutta, but nothing was done, and it is admitted that the fire was extinguished only after 36 hours after it broke out. Sir, these things show that there is something rotten in the railway administration, and it needs careful looking into. As a matter of fact, as I said before. I had expected that before this House met, the Government would, of their own accord, announce the appointment of an impartial tribunal to inquire into the cause or causes of the accident,—I shall not call it an accident but disaster,—to find out whether all that was humanly possible was done to give relief to the injured and to find out the number of the dead. After all, one cannot do anything to bring back to life those who are dead, but you must realise the amount of agony and suffering their relations must have suffered, and the least that the Railway authorities could have done was to extricate the dead bodies and restore them to their relations, but even that was not done. All the dead bodies were

not recovered, and most of them were perhaps consumed by the fire. The speech of the Honourable Sir Guthrie Russell is here, and in that speech he stated thus: I read this from the *Statesman* of January the 28th:

"Referring to the demand for a public inquiry Sir Guthrie drew attention to the motion for the appointment of an inquiry committee accepted by the Government of Bihar in the Bihar Assembly. Up till about two hours ago the Government of India had received no communication from that Government in this matter, but since then the following telegram had been received:

'Legislative Assembly passed resolution on January 19th advocating appointment of impartial tribunal to inquire into causes of recent railway disaster near Hazaribagh Road. Provincial Government feel that such inquiry is very desirable in the interest of all concerned and support resolution strongly. They trust Government of India will agree to it'.

Sir Guthrie then gave an assurance to the House that the Government of India would give the most earnest consideration to this request from the Bihar Government."

Sir, this was on the 27th January. Since then a week has passed, and we do not know what decision the Government of India have taken. So far as the Government is concerned, we should censure them for not having taken prompt action, for failing to allay the feeling of insecurity and anxiety that has been caused in the minds of the travelling public, because I am sure this disaster is bound to tell heavily on the revenues of the Railways, besides being a blot on the railway administration. After all, in a case where no less than 21 persons lost their lives and 71 were injured, I think it was only in the fitness of things that the Government should have appointed an impartial inquiry to show that they were not going to shield anybody, and whoever was to blame would be punished. Sir, the theory of sabotage has been trotted out so often that people cannot easily be persuaded to give any credence to it. The theory of sabotage was trotted out in the Bihta disaster also, and as Mr. Justice Thom's Report shows, it turned out to be nothing but the figment of imagination. It may be, that in this case the accident was due to sabotage, and, therefore, it is all the greater reason why Government should have appointed an impartial tribunal to confirm the findings of the Senior Railway Inspector. Sir, I submit that the Government has failed to do its duty on this occasion, and therefore it should be censured. With these words, I move.

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

"That the Assembly do now adjourn."

**Sir Abdul Halim Ghuznavi** (Dacca cum Mymensingh: Muhammadan Rural): Mr. President, the day that you and myself left Calcutta, Saturday night it was, a friend of mine came to my house and took me to a place where there was a big poster of the Imperial Airways, and on that poster there were these words written prominently—"Travel by the Imperial Airways, and see the world". Some intelligent traveller, travelling by the East Indian Railway, added another line which said—"Travel by the East Indian Railway, and see the next". There were posters of this kind all over in Calcutta—"Travel by the Imperial Airways, and see the world", and some intelligent youngman, who had travelled by the E. I. R., added another line which said "Travel by the East Indian Railway, and see the next". Mr. President, you and I would have seen the next while travelling by the East Indian Railway on that day. It was a miraculous escape that we did not see the next.

[Sir Abdul Halim Ghuznavi.]

Sir, this is the sixth accident on the East Indian Railway, and see the callousness of the Members of the Railway Board and even of the Communications Member. Why did they not think it fit to go straight to the spot as soon as they heard that there was an accident involving loss of life? It was the duty of the Communications Member and of the Chief Commissioner of the Railway Board to be on the spot then and there, and not leave it to the Agent or the General Manager who is in the position of an accused person in the case. We must condemn emphatically the attitude that they have adopted. Whether it was due to sabotage or not, it was their duty to have gone to the spot at once and seen for themselves what was the fact. When Justice Thom's enquiry was instituted, the Railway Board did their very best not to have that enquiry. When myself and Sir Ziauddin Ahmad insisted upon the Member in charge of Railways that, unless he agreed to judicial enquiry, we would move an adjournment motion in the House in September, 1937,—it was that that made him agree to that enquiry,—it was Sir Sultan Ahmad.

**An Honourable Member:** He came from Bihar.

**Sir Abdul Halim Ghuznavi:** And also all these accidents happened in Bihar. After the submission of the report, we expected a drastic change in the E. I. Ry. administration. Apart from what Mr. Justice Thom said, it was the duty of the Railway Board to see that there was a drastic change. In any other country, they would have dismissed the whole lot, but here, in India, you can do whatever you like. In this irresponsible Assembly, you pass condolences and sympathy with the deceased and there the matter ends. We have been told that this was a pure and simple sabotage. It may, or it may not be. In the newspapers, statements after statements have appeared. The first statement that the driver made was that a number of rails had been removed, but now the Government Inspector says that only one rail has been removed, and he demonstrates that with all sorts of photographs. Even supposing it was due to sabotage, it was a serious thing, and besides, the travelling public is alarmed. In the course of 18 months, not less than six . . . .

**Mr. S. Satyamurti** (Madras City: Non-Muhammadan Urban): Eight, because two afterwards.

**Sir Abdul Halim Ghuznavi:** Not less than six involving loss of life, and nothing is done. Mr. Bell, the General Manager, on that very Saturday, the 28th, was explaining to the Local Advisory Committee that he had taken all precautions and that there would be no further accidents. And the very next day, you and I, Mr. President, would have seen the next! Only the previous day he had assured the Local Advisory Committee, and the very next day, at 12 o'clock, you and I would have seen the next.

**Mr. President** (The Honourable Sir Abdur Rahim): I do not think the Honourable Member's appeal will become any stronger by linking my name with his.

**Sir Abdul Halim Ghuznavi:** We do not know what story will be told about the derailment of the engine of 1-Up in which we travelled. But one thing I have noticed. Immediately after the accident, the driver began to hunt for something to say that something was placed on the line, but he

found nothing. There was a gentleman travelling in another compartment, he was an officer of the E. I. Ry., and he immediately began telling my Secretary that something was put on the line, otherwise there was no cause of the derailment of the engine. I will demonstrate that there was nothing wrong with the line; all that was wrong was with the engine. This is the time table of the E. I. Ry. The up mail in which we were travelling—the accident took place after we passed Athsarai and before we reached Kanwar. We would have reached Fatahpur at 12-3 noon if the train was running in time, but the train was late by half an hour at Allahabad. At the time I saw my watch, it was 11-45. The Down Delhi Express had passed, it is a single line—there is no question of a double line. The Delhi Express had passed the very same place just an hour before. Therefore, the question of anything put on the rail will not stand in this case as that train passed quite all right—the train which preceded our train. What I noticed was . . . . .

**The Honourable Sir Nripendra Sircar** (Law Member): You are now discussing another accident, not the Hazaribagh one.

**Sir Abdul Halim Ghuznavi**: No. Mr. President has given us latitude to discuss generally.

**The Honourable Sir Nripendra Sircar**: I am not quarrelling with latitude and longitude.

**Sir Abdul Halim Ghuznavi**: I will close this after telling this one little portion which will complete the picture of this accident. After that, we got down and what did we see? The four small front wheels of the engine were out of the lines two or three inches and they must have been derailed sometime before the engine was brought to a halt as the fishplates and other fastenings were found broken and damaged for about a quarter of a mile. (Produces a broken portion said to have been brought from the scene of accident). But for broad day light and the further fact that the train was passing slowly as there was a station ahead (Laughter), there is no use laughing, we would have seen the next. And when the third bigger wheel of the engine gave a jerk, the driver immediately stopped. Otherwise, we would not be in the Assembly today.

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member has narrated his own experiences. He had better come to the motion before the House.

**Sir Abdul Halim Ghuznavi**: The motion is that we demand a judicial inquiry into the Hazaribagh accident, and we also want to condemn the action of the Government in not taking proper steps to stop these accidents. We also condemn the callousness of the Member in charge and the Railway Board for not going there on the spot to render all possible assistance and find out what the facts were. Whether there was sabotage or not, the House and the public will not be satisfied until the Government agree to a judicial inquiry. Not only that. That report must be placed before this House for its consideration. In the meantime, they must take action in the East Indian Railway. The inquiry will take time, but there must be a drastic change in the whole system of the East Indian Railway. Otherwise, we shall not be able to travel by the East Indian Railway, and we will reach Calcutta via Bombay after four days.



[Sir Abdul Halim Ghuznavi.]

Then, about the fire, it is only this morning that the Honourable the Communications Member said that 21 people died. How does he arrive at the figure of 21 when four full bogies were burnt to ashes? Nothing can be traced of these men except the ashes. I am still unable to understand what is the reason for the fire. It is stated that the railway was carrying kerosene oil.

**The Honourable Sir Thomas Stewart:** That is not the case.

**Sir Abdul Halim Ghuznavi:** That is the statement of Sir Guthrie Russell in the Council of State.

**The Honourable Sir Thomas Stewart:** That is not the case.

**Sir Abdul Halim Ghuznavi:** In the statement made in the Council of State, as to the cause of the fire, he referred to a number of tins of kerosene oil in the carriages which presumably burst into flame.

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member's time is up.

**Mr. Ram Narayan Singh** (Chota Nagpur Division: Non-Muhammadian): Sir, I support the motion. I had been to the spot and as I begin to speak, the whole picture of the horror comes to my mind. The disaster took place on the 12th January last just after 3 A.M. all the newspapers in the country and especially the Bihar papers have dealt with all matters connected with the accident in all its aspects. I have seen all the papers regarding this accident. Our Congress workers were deputed to watch what was going on there. They stayed there for a long time. There is a report that Congress workers were not allowed to go near the scene of the accident. They were kept out. They were not even allowed to talk to the injured persons by the railway officials and the railway police. I have discussed all matters with important Congress workers. Only today I have seen the report of the Senior Government Inspector. As regards the causes of the accident and the amount of losses in life and property, the report of the public entirely differs from that of the Government Inspector. The Government figure is 21 dead and 77 injured. My friend, Sir A. H. Ghuznavi, rightly asked how the figures were arrived at, as four bogies were completely burnt out to ashes and one bogie was completely smashed to pieces. According to the Government figure 480 persons started by this ill-fated train from Howrah. We leave out of account those who got into the train and left the train at the intermediate stations. But in such a fast train only long journey passengers travel. The figure given by Government is 98. Then are we to take it that 382 persons are safe and alive. This ill-fated train consisted of nine bogies and four bogies were burnt to ashes and one was smashed to match sticks. On this spot, the railway line runs on an embankment about 20 feet high and the train capsized at the bottom of the embankment, entirely upside down. Even now any men can go and see the horror of the situation. There have been a number of reports. I invite the attention of the Communications Member to the statements made by Babu Rajendra Prasad, the leader of my province and another report by Babu Narayanjee who was deputed by the Bihar Provincial Congress Committee to visit the place and to report about the disaster and the third report submitted by Babu Bajrang Sahai.

the Pleader of Giridih. All these reports show that the facts were concealed. The inquiry was made as if it was a secret inquiry.

The Government Inspector has said nothing as regards the point—how the capsized train caught fire? As my Honourable friend has said, there might have been some kerosene tins. But there is a general impression that the fire was set to the capsized train deliberately by some railwaymen in order to make the losses untraceable. Sir, it is very difficult for me to believe this rumour or impression; I cannot say that human nature can go down so low. Then there is also the sabotage theory, but there also I cannot say that human nature can go down so low that people can indulge in this sort of sabotage in order to kill people. Sir, I can understand that there are accidents. It is absurd to hope that any amount of human ingenuity can make it impossible that there will be any accidents, but I cannot understand when I see an attempt on behalf of the authorities to conceal facts to minimize the horrors and also to minimise the losses. Sir, as I have said before, it is very difficult for me to talk on the situation there. I shudder. My friend said just now that the officers of the Railway Department and other officers did not go there. They might thus have seen the thing for themselves. As regards the sabotage theory they may say anything, but the general impression there is—and I think there is some mention of this character in the Government Report also—that this accident was due to an excessive speed of the train. I have seen that the Government Inspector like a good advocate has refuted the arguments which may be described as explaining the cause of the accident and in the absence of all other causes, he has come to the conclusion that this must be an act of sabotage. This is the argument of the Senior Government Inspector. But I would say that there is a general impression in the locality that the theory of sabotage is a mere myth, a mere concoction to belittle the horrors of the situation. But I may say this much that why should there be this sabotage? Even for that the railway authorities are wholly and solely responsible. Sir, in any case there is an accident, and there is loss of life, and when they cannot say that three hundred and eighty two people are safe and alive, can anybody say that three hundred and eighty-two people were in the four bogies that remained, that were not burnt? Sir, there is one thing which Babu Rajendra Prasad laid great stress upon and it is this, namely, the callousness of the railway people of the train which just passed the scene on the day of occurrence. They did not stop; the shrieks and shouts of people they did not hear, they did not care for all that, they were not moved by these things, and they went on. Sir, what is all this? Four serious accidents have taken place within the last eighteen months, and after that, there is the report of a sabotage either concocted or reported from Bihar on the main line and there is another accident on the East Indian Railway in the Palamau district. So, are there so many acts of sabotage? If so, then what is the use of this Government? Sir, it appears that the whole system is rotten and it should be demolished and reconstructed altogether. But I know, however, that this will take time and we are not in a position to do that now. But so far as this accident is concerned, as my Honourable friend said, there must be an impartial inquiry, and that at once. Sir, I wonder at the callousness of this Government of India,—I wonder that they are waiting and waiting and considering and considering and I do not know how long they will do that. There is already in the Bihar Legislative Assembly a resolution already passed and that unanimously demanding the instituting of such an inquiry. I hope every Member who

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can imagine the shrieks and shouts of the dying and injured people will vote for the motion and Government will not have the courage to resist that. With these words, I support the motion and hope that this will be unanimously carried and Government will have the sense and justice to institute an inquiry at once.

**Dr. P. N. Banerjee** (Calcutta Suburbs: Non-Muhammadan Urban): Sir, I gave notice of a similar motion for adjournment, but as this motion has come before us I rise to support it. Sir, in the course of the last two years no less than eight or nine accidents have happened on Indian Railways and most of them have been of a very serious character. There has been a very great loss of life, limb and property and still no serious steps have been taken to find out the causes of these disasters.

Sir, the theory of sabotage has been advanced time and again. At the Bihta inquiry it was found that sabotage was not the cause. But this theory has again been advanced on the present occasion. It may be asked—How is it that the East Indian Railway has been singled out for this sabotage? Even if it be true that sabotage was at the root of the disaster, we should try and find out why this sabotage has occurred again and again. Was there any genuine grievance on the part of any of the employees of this Railway?

Then, again, we should consider what are the other possible causes. One possible cause may be the defective railway track. It is quite possible that owing to retrenchment men who were employed on repairing the lines have been dismissed and that these railway lines are not now kept in a proper state of repair. That may be one cause. Another cause may be the speed at which the trains are run. I saw in the papers that this train was running at a speed of fifty-five miles an hour. I am not a railway expert, but it is quite possible that when a train runs at the speed of fifty-five miles an hour and has to turn a corner a disaster may occur. It should be found out whether an excessive speed was the cause or not. Then, again, the condition of the engine has to be considered. It was found at the Bihta enquiry that a particular type of engine, the XB engine, was not suitable. I do not know whether the engine used on this occasion was a suitable one or not. Lastly, we should try and find out what was the physical and mental condition of the driver. Was he sober, or was he drunk? The fact that these disasters occur about midnight lends colour to the suspicion that the drivers are not always sober. I do not say definitely that this was the cause; but that was a possible cause, and the real cause has to be found out. Then, again, what was the cause of the fire? It has been said that there were tins of kerosene oil which inflamed the carriages. How was it that these tins of kerosene oil were allowed to be carried? Were they carried by private persons or were they carried on account of the railway goods traffic?

**The Honourable Sir Thomas Stewart** (Member for Railways and Communications): Certainly not.

**Dr. P. N. Banerjee**: If the tins of kerosene oil were carried by private passengers, why did the Railway Administration allow it? This requires an answer. This shows that the Railway Administration is at fault,

and it has signally failed to prevent accidents although they have occurred time and again.

I come to the question of giving relief to the injured. It has been said on the floor of this House that the Railway Administration failed to give prompt relief and to do rescue work and that when other came forward to do rescue work and to give relief to the injured and the suffering the Railway Administration prevented them. Is it true? An answer is needed. If this be true, then there could not be a more callous attitude on the part of the Administration than this. A friend of mine was travelling by this train and luckily he escaped with minor injuries. I have heard from him the detailed story of the whole affair. He told me definitely, and he is a responsible person whose veracity I cannot question, that a down train was passing at the time when the people were dying and shrieking for help. The driver of this train was asked to stop, but he stopped only for about five minutes and then his engine steamed off. What was the cause of this hurry? It has got to be investigated. Why was he so negligent? Why was he so callous? All these things will have to be found out.

Lastly, the question of compensation will have to be carefully considered. So many people have died and so many others have been maimed. Their near relatives will have to be properly compensated. The whole thing requires investigation by an impartial judicial Tribunal and not by a hole-and-corner committee whose business would be to shelve the problem and not to solve it. On these grounds, I support the motion.

**The Honourable Sir Thomas Stewart:** Sir, despite the strictures that have been passed on me by the gentleman who is no longer in his place, I should like to offer on behalf of myself and of the Government of India and of the Railway Board the most sincere sympathy for those who have suffered from this tragedy. Believe me, I am speaking in all sincerity. I may have been at fault that I did not go at once to the scene of tragedy. Had I had as good a conceit of myself as the Honourable Member who has now returned to his place, I have no doubt I would have gone; but thinking it over dispassionately I cannot imagine that at a space of time that would have intervened before I got there, there was anything I could possibly have done. But if it is the view of this House that I was at fault, I bow to the decision.

In the course of the 15 minutes that are allowed to me, it is impossible for me to indulge in any kind of narrative. It was for that reason that I had printed up the report of the Senior Government Inspector and had it placed in the hands of all Honourable Members. I had a hope that by doing so, not only would I save time but it would enable the debate to be related a little more to facts and that it should not wander along the course of many of the more irresponsible theories that have appeared in the press and elsewhere. I am afraid my endeavour has not been successful and I think I must make a reference to a few of the theories that have been advanced outside this House and inside it.

First of all, there is the suggestion that the railways have concocted this idea of sabotage in order to conceal their own delinquencies and their own faults. Now, that involves a rather serious suggestion and that is that the Senior Government Inspector, who has made this report, has been suborned by the railway and that he has become a tool in their hands. I ask you to remember who this Senior Government Inspector is. He is

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Mr. Joscelyne whose report was directly at variance with the views of the Railway Administration in the case of the Bihta report. Now, what are the arguments for and against sabotage? I have put in the hands of Honourable Members a reasoned statement giving facts and diagrams and logical deductions therefrom. These would lead any reasonable man to the conclusion that there could be nothing else but sabotage. Against that, what have we had on the floor of the House? Mr. Mohan Lal Saksena said—and I forgive him because he is a layman—that he could not understand how the railway engine could traverse that gap. I think that he forgot half the facts which were put before him. The engine was travelling at the speed of 55 miles an hour and it would have taken practically half a second to cross the gap of 93 feet. On the one side, it had the help of an undisturbed rail and on the other side were the bosses on the plates which it was striking at intervals of roughly a thirtieth part of a second. There is no reason in the world why that engine could not have safely traversed that gap. It is a different thing when we come to the tender and the carriages when the engine had destroyed the supports of one side. I defy him to prove that this was an impossibility.

**An Honourable Member:** When did the sabotage occur?

**The Honourable Sir Thomas Stewart:** I wonder if the Honourable Member will let me go on. Is corroborative evidence wanted? It is a very curious thing that on four occasions in the past seven or eight months there have been accidents in or about Bihar in which the evidence was strongly suggestive of sabotage. There was the case at Madhupur where two men were killed. There was a later case at Badhaura where two people were killed. There is this tragedy at Hazaribagh with much more serious results and it was only the other day that by accident a more serious attempt was discovered which might have resulted in something that would have been worse than Bihta. Where do these accidents happen? Anywhere on the track? No. They always happen on a high embankment with a convenient culvert. The technique is the same and mostly it happens at night.

Now, let me come to the question of what happened when the accident occurred. The suggestion has been made in the House that railway servants set fire to the wreckage in order to conceal what really had happened. I trust that the Honourable Member who made that suggestion was only repeating some gossip he had heard. It is a most scandalous suggestion and it is capable of the easiest disproof. It was said that fire broke out within ten minutes of the accident. The driver had gone away miles to report, the guard was lying injured in his compartment, one fireman had gone to put out the fog signals and there was one solitary fireman who, it is suggested, took it upon himself to conceal the sins of his administration by setting fire to the train! The suggestion is scandalous. Another suggestion was made that the dead bodies of the killed were not handed over to their relatives. That is not part of the duty of the railway administration at all. In accordance with rule the railway administration handed over the killed to the civil authorities and if there was any refusal to deliver those dead bodies to their relatives, it rests not with us.

Again it was said, and this has been suggested as a tremendous crime, that Congress workers were not allowed to assist in the work of rescuing the wounded. From the information that I have at my disposal, it appears that the Congress workers arrived at 11 o'clock in the morning, the accident having taken place at 8 o'clock in the morning. All work of rescue that could be carried out had already been carried out.

**Mr. Mohan Lal Saxena:** What about the fire?

**The Honourable Sir Thomas Stewart:** I shall come to the question of fire presently. What actually did happen was that when responsible members of the Congress came along, they were taken by the District Magistrate and introduced to the railway authorities present and they were shown everything that they wanted to see. This was after 11 o'clock.

**An Honourable Member:** Why did you not allow our volunteers to help?

**The Honourable Sir Thomas Stewart:** There was no one to help. Now, I come to the fire.

**Mr. M. S. Aney (Berar: Non-Muhammadan):** Now the fire has come here to you.

**The Honourable Sir Thomas Stewart:** If the Honourable Member feels in the same way as I do, he will understand my fire.

The suggestion is that fire occurred because somebody was smoking. That was never suggested by any representative of the railways. There are two possible theories; one is that there was a short circuit on the electric apparatus. That is not very likely. What is much more likely is that passengers, having scrambled out of their carriages, were looking for their goods—I have every sympathy with them in doing so—and, that they lit matches and in this way set fire to the grass which, as anybody who has passed through that part of the country must know, is as dry as tinder. That is the possibility: I am not putting it forward as a cast iron theory that cannot be refuted. As regards the kerosene oil tins, these were not being carried by the railway. Most of you are aware that third class passengers do carry in their carriages kerosene oil and it is impossible for the railway administration in every case to detect that fact.

Then there was a suggestion that something less than humanity was shown by the crew of the train that passed soon after. This was the first train that came along. It was stopped by the fog signal and was boarded by the fireman of the wrecked train. It came along and stopped near the wreckage. The guard and the engine driver, both of them Indians, considered what they should do. Very wisely they decided to go to the next station and report and this is what they did. They were only two men. There were I suppose the best part of 250 uninjured people in the wrecked train or who had got out of it. What on earth could these two men—the driver and the guard who have been so much blackguarded—have done?

**An Honourable Member:** The passengers could have done a lot.

**The Honourable Sir Thomas Stewart:** What did the passengers in the wrecked train do? What the men actually did was to go and report and get help at the earliest possible moment. That is what any sensible man

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would have done, despite the suggestion of the Honourable Member to the contrary.

**An Honourable Member:** Or conveyed the injured passengers from the wrecked train.

**The Honourable Sir Thomas Stewart:** I do not know whether the Honourable Member is a medical doctor or not. If he were he would probably realise that to pick up seriously injured persons without ascertaining the nature of the injuries and to dump them into a third class carriage is as good as murdering them.

I now turn to the demand for a Committee of Enquiry. As I indicated this morning in answer to a supplementary question from my Honourable friend, Mr. Satyamurti, I was not prepared to admit that in every case of accident one must enter upon a judicial enquiry. If we have our own agency for investigating the causes of accident, if we are satisfied that that agency is impartial and if the report of that agency shows beyond any shadow of doubt what has been the cause of the accident, then I say that there is no need for a judicial enquiry or for any sort of public enquiry at all. If this were an isolated incident, I would resist the demand for a public enquiry. But this is not an isolated incident. As I have said, this is one of a series of four incidents in which there is the very strongest evidence that attempts have been made to wreck trains. This is a matter that has caused to the Government of India the greatest perturbation. They realise, too, that in the mind of the travelling public there must be the greatest apprehension and for that reason the Government have decided to set up a judicial Tribunal which will investigate the circumstances attending these incidents to which I have referred. The composition of that Tribunal and its terms of reference are now under our consideration.

I commenced my speech with an expression of sympathy and I want to finish on the same note; and I am the more eager to do so because of a rather—I do not know how to describe it—a rather pitiful suggestion that was made that one of the causes of the accident was that the engine driver was drunk.

**Dr. P. N. Banerjee:** It was said possibly drunk.

**The Honourable Sir James Grigg** (Finance Member): You say it outside.

**The Honourable Sir Thomas Stewart:** I, therefore, want to extend my sympathy to our railway servants who with loyalty and courage set out upon their daily work not knowing what is going to happen to them; they have lost their lives as well as others.

**Mr. N. M. Joshi** (Nominated Non-Official): Sir, that there should be six serious accidents within a period of eighteen months, at short intervals,

should be enough to shake off the lethargic indifference of any one, even of the Government of India. I feel, Sir, that the charge of callousness which is brought forward by my Honourable friend, Sir Abdul Halim Ghuznavi, against the Government of India, is to some extent justified. I, therefore, support the demand which has been conceded by the Government of India that there should be a judicial inquiry into all these accidents. Sir, I am glad that the Government of India propose to make an inquiry into all these accidents, but I feel that the inquiry should be much wider than that. I had made that suggestion when I spoke on a former occasion, during the discussion on the report of the committee of inquiry into the Bihta accident. I suggested that there should be not only an inquiry into the particular accidents but there should be an inquiry into the question whether the legal obligations thrown upon the Government of India by the Indian Railways Act for maintaining the safety of the passengers and of the railway servants are enough. These accidents take place for various reasons. One accident took place on account of XB engines; another accident may have taken place on account of faulty rails, a third accident may be due to defective signalling, a fourth may be due to lack of fencing, a fifth may be due to overworked engine drivers or guards or station masters. There may be hundred causes of accidents that take place on the railways. If we merely go into the causes of the few accidents or the large number of accidents that have taken place during this short period we shall not exhaust all the causes of the accidents which take place on Indian railways. I have, therefore, suggested that the loss of life which has taken place during these accidents should be enough to induce any one to go into the whole question of accidents that take place on Indian railways.

The first and foremost thing to be found out is whether the legal obligation thrown upon the Government of India for the safety of passengers and of railway servants are enough. We must see whether some additional responsibility cannot be thrown on the Government of India. Besides that we have also to find out whether the machinery which we are using for the enforcement of the legal obligations upon the Government of India is an independent machinery. Sir, the Honourable the Railway Member just now told us that the Senior Inspector is not a tool of the Government of India. Sir, I do not know that individual at all. It may be that he is a tool or he is not a tool. But for several years I have been suggesting to the Government of India and to the Legislature that the one thing which the Government of India must do and the one thing upon which the Legislature must insist is the independent position of the safety inspector on Indian railways. The new constitution has provided that the safety inspector shall be independent of the Statutory Railway Board. But the Government of India feel that their prestige is lost; they do not care for the loss of life but they care more for prestige. They feel that their prestige is lost if the safety inspector is made independent of their authority. Sir, I have been speaking about it year after year and insisting that the inspector must be made independent. Let the inspector not be at least under the Railway Board and the Railway Department; let him be under any other department of the Government of India. Let not the inspector also have the inducement dangled before his eyes of being made a member of the Railway Board or of having promotion in the railway service. Sir, the Government of India do not pay attention to this, although they know that even the committee that considered the question



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of the statutory Railway Board approved of this suggestion that the safety inspector must be independent of the railway administration. Unfortunately, the loss of life that has taken place is not enough to induce the Government of India to bring about these reforms. I, therefore, feel that the Legislature should insist that there should be a thorough inquiry into the question whether the legal obligations placed upon the Government of India as regards the safety of the public on Indian railways are fully safeguarded. Let the whole Railway Act be searched, let all the provisions which are necessary for maintaining safety on Indian railways be thoroughly examined and let the Government of India by means of a committee get this question examined.

Sir, I am quite sure that some ways may be found by which accidents may be averted. I am not suggesting that accidents even then will be averted, but certainly they will be minimised. I hope the Legislature will insist that the safety inspector will be made independent of the Government of India. I am not saying a word against the present safety inspector, but we do not know whether he is thoroughly independent. We know for a fact that he is under the Railway Board and if human nature is taken into consideration it is quite possible that his report may not be independent. He may not have the courage,—it is not his fault,—to make radical suggestions to the Government of India because his promotion may be barred, who knows? Therefore, it is wrong to make the safety inspector subordinate to the Railway Board and the railway authority. I hope these accidents will convince the Government of India of the necessity of examining the whole question and of making the safety inspector independent of their own authority.

**Mr. Muhammad Azhar Ali** (Lucknow and Fyzabad Divisions: Muhammadan Rural): Sir, I am surprised at the cheering which the Official Benches gave to the Honourable the Railway Member when he sat down after making his speech this afternoon. It shows only that the Government officials and their supporters are absolutely callous to the miseries and murders and deaths that have occurred in such disastrous affairs on the East Indian Railway. We Indians, Sir, ought to know to some extent what our moral duties are if our European friends and our friends on the Official Benches do not care for such occurrences as have happened at Bihra or Hazaribagh. The occasion was too sad for any official cheers and I would ask our Honourable friends on that side to take a serious point of view and although they have not themselves suffered, they might look at it from the Indian point of view and extend their sympathies to the sufferers who have died or have been injured. It is a matter of great regret if such speeches are greeted with cheers here. Sir, the Honourable Sir Thomas Stewart said that there may be different causes. I agree with him there. We are also thankful to him for agreeing to a judicial inquiry. That shows that he at least has some sympathy for the views of the Indian public on this question. It is all right to say that there has been sabotage. But I will put some facts before the House. The first is that a train passed that way only ten minutes ahead and it is a fact which has been admitted by the Senior Inspector. If such were the case, is it possible that within those ten minutes this sabotage could have happened? I submit not. If the matter were before a judicial tribunal it would be

impossible for any one to prove that during that short space of time it was possible for any one to indulge in this kind of sabotage unless there is some connection with the railway people. At the same time the Senior Inspector has also said that tampering with the track takes up to 30 minutes or more; and if one train had passed ten minutes before, is it possible to break up the track in the interval? I submit it is impossible. Thirdly, it is alleged that unskilled labour could have perpetrated this crime within this interval of ten or fifteen minutes. Does that stand to reason? I say that unskilled labour could not have caused such a sabotage and disaster . . . . .

**The Honourable Sir Thomas Stewart:** May I remove what I think is a misapprehension? The train that passed ten minutes before did not pass on the line that was wrecked. It is a double line.

**Mr. Muhammad Azhar Ali:** Even granting that the train did not pass on that line, still it stands to reason that the sabotage could be seen—it was in the early hours of the morning . . . . .

**The Honourable Sir Thomas Stewart:** It was three o'clock in the morning.

**Mr. Muhammad Azhar Ali:** Still there are search lights on the engine, and with the help of these huge searchlights could not this be seen by the engine driver? If not, then the only theory that can be set up in defence would be that the driver was drunk or some such thing had happened to him. Even then you cannot say that the public was responsible for such disasters. If the railway authorities put the whole blame on the public of India, that they are the murderers of their own people, I submit it is a strange theory that has never before been advanced in any country or even by any sympathetic official. I submit it is a very serious charge to bring against a whole country. If this side of the House charges one or two railway officials, then our friends on the other side would say: "We are not callous." But does it stand to reason that the whole of the Indian public that resides on the East Indian Railway line can be charged with the murder of their own countrymen? I submit, it is a very far-fetched theory which cannot stand water.

Then, I come to the burning of the carriages. Can this theory hold water, that some passenger was carrying a kerosene tin? (Can one kerosene tin burn down all these three carriages? That also requires very searching inquiry on the part of the railway authorities. These accidents that have happened on the East Indian Railway may or may not be due to sabotage or to the official delinquency in their duties. But I submit in that case the railway officials ought not to defend themselves and their own people with such vehemence. I think the first duty of every Indian and every European official today in this House should be to take this adjournment motion with calmness and quiet and they should have said: "It is our moral duty to inquire into these affairs." That is not the view with which my friends on the other side have come and have cheered. With these words I support the motion.

**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 the Assembly do now adjourn." \

The motion was adopted.

The Assembly then adjourned till Eleven of the Clock on Saturday, the 4th February, 1939.