

20th March 1939

**THE
LEGISLATIVE ASSEMBLY DEBATES**

(Official Report)

Volume III, 1939

(14th March to 28th March, 1939)

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



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CONTENTS.

VOLUME III.—14th March to 28th March, 1939.

	PAGES.		PAGES.
TUESDAY, 14TH MARCH, 1939—		THURSDAY, 16TH MARCH, 1939—	
Starred Questions and Answers	2003—23	Member Sworn	2151
Message from the Council of State	2023	Starred Questions and Answers	2151—82
The General Budget—List of Demands—		Unstarred Questions and Answers	2182—83
Demand No. 10—Indian Posts and Telegraphs Department (including Working Expenses)—	2024—46	Election of Members to the Standing Committee on Emigration	2184
Departure from the Practice of using Urdu script in Postal Forms	2024—29		
Carrying on a one-sided Propaganda and withholding Telegrams sent by the Rival Party	2032—46	The General Budget—List of Demands—	
Demand No. 19—Commerce Department	2048—50	Demand No. 17—Department of Education, Health and Lands—	2184—
Conditions to be imposed on subsidised or protected Industries in India	2048—50	Indians Overseas	2184—
Demand No. 12—Executive Council	2050—73	. . . . .	2211
Constitution and terms of reference of the Sandhurst Committee appointed against the Resolution of the Legislative Assembly	2050—73	Demand No. 19—Commerce Department—	2211—26
WEDNESDAY, 15TH MARCH, 1939—		Failure of the Government to protect the Coccoanut Industry	2211—26
Starred Questions and Answers	2075—	Demand No. 15—Home Department—	2226—30
	2105.	State Prisoners detained without trial	2226—30
Postponed Question and Answer	2105	Demand No. 1—Customs	2230
The General Budget—List of Demands—		Demand No. 2—Central Excise Duties	2231
Demand No. 12—Executive Council	2105—	Demand No. 3—Taxes on Income including Corporation Tax	2231
	49.	Demand No. 4—Salt	2231
Government's Defence Policy and Administration	2105—49	Demand No. 5—Opium	2231
Demand No. 17—Department of Education, Health and Lands	2149	Demand No. 6—Provincial Excise	2231
Indians Overseas	2149	Demand No. 7—Stamps	2231
		Demand No. 8—Forest	2231
		Demand No. 9—Irrigation (including Working Expenses), Navigation, Embankment and Drainage Works	2232
		Demand No. 10—Indian Posts and Telegraphs Department (including Working Expenses)	2232

THURSDAY, 16TH MARCH, 1939— <i>contd.</i>	PAGES
The General Budget—List of Demands— <i>contd.</i>	
Demand No. 11—Interest on Debt and other Obligations and Reduction or Avoidance of Debt	2232
Demand No. 12—Executive Council	2232
Demand No. 13—Council of State	2232
Demand No. 14—Legislative Assembly and Legislative Assembly Department	2232
Demand No. 15—Home Department	2233
Demand No. 16—Legislative Department	2233
Demand No. 17—Department of Education, Health and Lands	2233
Demand No. 18—Finance Department	2233
Demand No. 19—Commerce Department	2233
Demand No. 20—Department of Labour	2233
Demand No. 21—Department of Communications	2233
Demand No. 22—Central Board of Revenue	2234
Demand No. 23—India Office and High Commissioner's Establishment Charges	2234
Demand No. 24—Payments to other Governments, Departments, etc., on account of Services rendered	2234
Demand No. 25—Audit	2234
Demand No. 26—Administration of Justice	2234
Demand No. 27—Police	2234
Demand No. 28—Ports and Pilchage	2234
Demand No. 29—Lighthouses and Lightships	2235
Demand No. 30—Survey of India	2235
Demand No. 31—Meteorology	2235
Demand No. 32—Geological Survey	2235
Demand No. 33—Botanical Survey	2235

THURSDAY, 16TH MARCH, 1939— <i>contd.</i>	PAGES
The General Budget—List of Demands— <i>contd.</i>	
Demand No. 34—Zoological Survey	2235
Demand No. 35—Archaeology	2235
Demand No. 36—Mines	2236
Demand No. 37—Other Scientific Departments	2236
Demand No. 38—Education	2236
Demand No. 39—Medical Services	2236
Demand No. 40—Public Health	2236
Demand No. 41—Agriculture	2236
Demand No. 42—Imperial Council of Agricultural Research	2236
Demand No. 43—Scheme for the Improvement of Agricultural Marketing in India	2237
Demand No. 44—Imperial Institute of Sugar Technology	2237
Demand No. 45—Civil Veterinary Services	2237
Demand No. 46—Industries	2237
Demand No. 47—Aviation	2237
Demand No. 48—Capital Outlay on Civil Aviation charged to Revenue	2237
Demand No. 49—Broadcasting	2237
Demand No. 50—Capital Outlay on Broadcasting	2238
Demand No. 51—Indian Stores Department	2238
Demand No. 52—Commercial Intelligence and Statistics	2238
Demand No. 53—Census	2238
Demand No. 54—Emigration—Internal	2238
Demand No. 55—Emigration—External	2238
Demand No. 56—Joint Stock Companies	2238
Demand No. 57—Miscellaneous Departments	2239
Demand No. 58—Currency	2239

THURSDAY, 16TH MARCH, 1939— <i>concl'd.</i>		PAGES.	FRIDAY, 17TH MARCH, 1939—		PAGES.
The General Budget—List of Demands— <i>concl'd.</i>					
Demand No. 59—Mint		2239	Starred Questions and Answers		2243—64
Demand No. 60—Civil Works		2239	Postponed Question and Answer		2264—65
Demand No. 61—Central Road Fund		2239	Unstarred Question and Answer		2266
Demand No. 62—Superannuation Allowances and Pensions		2239	Election of Members to the Standing Committee for the Department of Commerce		2266
Demand No. 63—Stationery and Printing		2239	Election of Members to serve on the Standing Committee for Roads		2266
Demand No. 64—Miscellaneous		2240	Election of the Standing Finance Committee for Railways		2267
Demand No. 65—Grants-in-aid to Provincial Governments		2240	Election of the Central Advisory Council for Railways		2267
Demand No. 66—Miscellaneous Adjustments between the Central and Provincial Governments		2240	The Indian Finance Bill—Discussion on the motion to consider not concluded		2268—2312.
Demand No. 67—Expenditure on Retrenched Personnel charged to Revenue		2240	SATURDAY, 18TH MARCH, 1939—		
Demand No. 68—Delhi		2240	Member Sworn		2313
Demand No. 69—Ajmer-Merwara		2240	Starred Questions and Answers		2313—36
Demand No. 70—Panth Piploda		2241	Unstarred Questions and Answers		2336—37
Demand No. 71—Andamans and Nicobar Islands		2241	Motion for Adjournment re Ejectment and Prosecution of a First Class Railway Passenger for wearing a Dhoti—Ruled out of order		2337—38
Demand No. 72—Indian Posts and Telegraphs		2241	Election of Members to the Public Accounts Committee		2338
Demand No. 73—Indian Posts and Telegraphs—Stores Suspense (not charged to Revenue)		2241	The Indian Finance Bill—Discussion on the motion to consider not concluded		2338—78
Demand No. 74—Indian Posts and Telegraphs—Capital Outlay on Telephone Projects (not charged to Revenue)		2241	MONDAY, 20TH MARCH, 1939—		
Demand No. 75—Capital Outlay on Vizagapatam Harbour		2241	Member Sworn		2379
Demand No. 76—Delhi Capital Outlay		2242	Starred Questions and Answers		2379—2408.
Demand No. 77—Commuted Value of Pensions		2242	Unstarred Questions and Answers		2408—15
Demand No. 78—Interest-free Advances		2242	The Registration of Foreigners Bill—Presentation of the Report of the Select Committee		2415
Demand No. 79—Loans and Advances bearing Interest		2242			

	PAGES.		PAGES.
MONDAY, 20TH MARCH, 1939—contd.		THURSDAY, 23RD MARCH, 1939—contd.	
The Indian Finance Bill— Discussion on the motion to consider not concluded . . .	2415—58	Election of Members to the Standing Committee for Roads . . .	2634
TUESDAY, 21ST MARCH, 1939—		Election of Members to the Standing Finance Com- mittee for Railways . . .	2634—35
Starred Questions and Answers . . .	2459—78	Message from the Council of State . . .	2635
Postponed Question and Answer . . .	2478—79	The Indian Finance Bill— Discussion on the consider- ation of clauses not con- cluded . . .	2635—50, 2651—79.
The Indian Finance Bill— Motion to consider adopted . . .	2479— 2530.	The Criminal Law Amendment Bill—Presentation of the Report of the Select Com- mittee . . .	2650
WEDNESDAY, 22ND MARCH, 1939—		FRIDAY, 24TH MARCH, 1939—	
Starred Questions and Answers . . .	2531—52	Starred Questions and Answers . . .	2681—99
Postponed Questions and Answers . . .	2552—53	Bill passed by the Council of State . . .	2699
Motion for Adjournment <i>re</i> Government's refusal to give an opportunity to the Assembly to express its opinion on the proposed Bill to amend the Govern- ment of India Act, 1935— Disallowed by the Governor General . . .	2553— 2586.	The Indian Finance Bill—Dis- cussion on the consideration of clauses concluded . . .	2699— 2749.
Election of Members to the Standing Committee on Pilgrimage to the Hedjaz . . .	2554	SATURDAY, 25TH MARCH, 1939—	
The Indian Finance Bill— Discussion on the considera- tion of clauses not conclud- ed.	2554—85, 2586—99.	Starred Questions and Ans- wers . . .	2751—62
THURSDAY, 23RD MARCH, 1939—		Message from His Excellency the Viceroy and Governor General . . .	2763
Starred Questions and Answers . . .	2601—29	The Indian Finance Bill— Recommended amendment to clause 2 negatived . . .	2763—71
Statements laid on the Table . . .	2629—32	Demands for Supplementary Grants in respect of Rail- ways . . .	2771— 2807.
Motion for Adjournment <i>re</i> — Alleged criminal assault on a respectable Indian Lady by British Soldiers at the Ferozepore Cantonment— Disallowed . . .	2632	Demands for Supplementary Grants.	2807—16
Reported appointment of Mr. Bird as the Special Income-tax Commission- er—Disallowed . . .	2633—34	MONDAY, 27TH MARCH, 1939—	
		Members Sworn . . .	2817
		Starred Questions and Answers . . .	2817—24
		Statements laid on the Table . . .	2825
		Motion <i>re</i> the Indo-British Trade Agreement—Discus- sion not concluded . . .	2826—28

	PAGES.		PAGES.
		TUESDAY, 28TH MARCH, 1939— <i>contd.</i>	
TUESDAY, 28TH MARCH, 1939--		Election of Members to the Central Advisory Council for Railways	2940
Starred Questions and Ans- wers	2895— 2939.	Election of a Member to the Standing Committee on Pilgrimage to the Hedjaz	2949
Unstarred Question and Ans- wer	2939—40	Motion <i>re</i> Indo-British Trade Agreement—negatived	2940— 3004.

LEGISLATIVE ASSEMBLY.

Monday, 20th March, 1939.

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

MEMBER SWORN.

Mr. Stanley Paul Chambers, M.L.A. (Government of India: Nominated Official).

STARRED QUESTIONS AND ANSWERS.

(a) ORAL ANSWERS.

POLITICAL AGENTS SERVING IN THE TRIBAL AREAS.

1166. *Mr. Abdul Qayum: Will the Foreign Secretary please state:

- (a) the number of Political Agents serving in the tribal areas of the North-West Frontier;
- (b) how many of them are Indians;
- (c) the number of Assistant Political Agents serving in the area mentioned in part (a);
- (d) how many of these are Indians; and
- (e) what are the steps taken, or proposed to be taken, to Indianise this service?

Sir Aubrey Metcalfe: (a) Five.

(b) Two.

(c) Four.

(d) Two.

(e) Attention is invited to the reply given on the 16th February, 1939, by the Honourable the Leader of the House to the Honourable Member's question on the same subject.

Mr. S. Satyamurti: May I ask the Honourable Member that that answer was that there was no particular programme to Indianise the services? Is that the final answer to the question?

Sir Aubrey Metcalfe: Yes, that is the present answer.

Mr. S. Satyamurti: May I know the reason why Government do not have or propose to have a definite policy of Indianising the entire services?

Sir Aubrey Metcalfe: There are various difficulties which would take a great deal of time to explain. One of the difficulties is that the whole constitution of the service is at present under examination.

Mr. S. Satyamurti: Is it also being examined from this point of view of Indianising the services?

Sir Aubrey Metcalfe: Certainly, that is one of the important points.

Mr. Abdul Qaiyum: May I ask if it is the policy of Government to promote people from Provincial Civil Service to the Indian Political Service?

Sir Aubrey Metcalfe: Not as a general rule.

Mr. T. S. Avinashilingam Chettiar: What are the qualifications which entitle a man for being appointed as Political Agent?

Sir Aubrey Metcalfe: Efficiency.

ACTION TAKEN ON THE MEMORIAL OF TRAIN CLERKS ON THE NORTH WESTERN RAILWAY.

1167. ***Mr. K. Santhanam** (on behalf of Mr. Sham Lal): (a) Will the Honourable the Railway Member be pleased to state the action taken by the General Manager, North Western Railway, Lahore, on the memorial of the train clerks submitted to him on the 15th January, 1939, which is also published in the *Tribune* of Lahore of the 19th January, 1939, on page 12?

(b) Is it a fact that the train clerks have to discharge their duties in open yards, irrespective of day or night under all sorts of weather? If so, in what respect are they compensated for that?

(c) Is it a fact that defaulters of other branches are reverted as train clerks as a sort of punishment, consequently adversely affecting the seniority of train clerks already in service?

(d) Is it a fact that train clerks are promoted as yard foremen on the same pay and grade after competing with menial shunting staff who are often given priority over train clerks?

(e) Is it a fact that the promotion to Special Ticket Examiner's post is purely reserved for ticket collectors? If so, why are they allowed to share with the train clerks the promotions to guards?

The Honourable Sir Thomas Stewart: (a) and (c) to (e). I would refer the Honourable Member to the reply I gave to Mr. Lalchand Navalrai's question No. 788 on 28th February, 1939, and to Mr. S. Satyamurti's question No. 915 on 9th March, 1939.

(b) A train clerk's duties necessitate his going out in the station yard from time to time, but the bulk of his work is done in an office. The scales of pay prescribed for train clerks are considered adequate remuneration for the work they are required to do.

Mr. K. Santhanam: Is there any arrangement by which out door duty might be taken proportionately by all classes?

The Honourable Sir Thomas Stewart: I understand that it is part of the train clerk's duties to go out from time to time though a major part of his work is done in office.

Mr. K. Santhanam: May I ask whether train clerks are exchangeable with other clerks whose duties are purely indoors?

The Honourable Sir Thomas Stewart: I am under the impression that train clerk's post is in a special grade.

UNIFORMS SUPPLIED TO RAILWAY STAFF.

1168. ***Mr. K. Santhanam** (on behalf of Mr. Sham Lal): (a) Will the Honourable the Railway Member be pleased to state on what basis uniforms are supplied to the station staff and the staff working in yards?

(b) Are the train clerks supplied with uniforms? If not, why not? Are they exposed to work during all sorts of weather, and were they supplied with uniforms before 1932?

(c) Is it a fact that the uniform supplied has been stated as a part of pay before the Royal Commission? If so, why is it stopped in the case of some categories and supply curtailed for other staff, such as, turban, and winter uniform after two years and overcoat and waterproof coat after five years?

The Honourable Sir Thomas Stewart: (a) and (b). I would refer the Honourable Member to the reply I gave to Mr. Lalchand Navalrai's question No. 787 on the 28th February, 1939, and to the reply I have just given to his question No. 1167. Train clerks were being given uniforms prior to 1932.

(c) I have not been able to trace the statement to which reference is made in the first part of the question: the second does not, therefore, arise.

Mr. K. Santhanam: With reference to part (b), may I know whether they are supplied with overcoat during the cold weather?

The Honourable Sir Thomas Stewart: I quote from an earlier reply: "The train clerks are given overcoats on certain sections and waterproof coats are given to those who are posted in areas with heavy rainfall".

PAY AND HOLIDAYS, ETC., FOR RAILWAY STAFF.

1169. ***Mr. K. Santhanam** (on behalf of Mr. Sham Lal): (a) Will the Honourable the Railway Member be pleased to state if it is a fact that about 95 per cent. of Railway clerks have to remain on Rs. 60 per mensem for 20 or 25 years, and many of them retire on Rs. 60 after serving for whole life? If so, what methods are being adopted by the Railway Administration for the uplift of the staff?

(b) Is station staff allowed any calendar day rest in a week and other festival holidays? If not, what overtime remunerations is paid to them?

(c) Is the staff working in big cities, such as, Lahore, Delhi, Karachi, Rawalpindi, etc., etc., paid any allowance?

(d) Is the station staff allowed any recess or interval for meals during their continuous hours' daily duty, just as is given to the office staff working for six hours daily? If not, why not?

The Honourable Sir Thomas Stewart: (a) As regards the first part, Government have no reason to believe that the facts are as stated: the second part does not, therefore, arise.

(b) I would refer the Honourable Member to the reply I gave to Mr. Lalchand Navalrai's question No. 672 on the 24th February, 1939.

(c) No; except as regards Karachi, particulars in regard to which are given in Rules 296 and 297 of the State Railway Establishment Code.

(d) No specific provision for an interval for meals is practicable in the duty rosters of station staff, who have, however, no difficulty in finding time for this purpose when their services are not actually required in connection with the running of trains.

CONTRIBUTION FOR ROAD BRIDGE ON THE BRAHMAPUTRA AT PANDU.

1170. ***Mr. Kuladhar Chaliha:** (a) Will the Honourable Member in charge of Railways please state if any contribution for a road bridge along with the Railway bridge on the Brahmaputra at Pandu has been asked for from the Assam Government?

(b) If so, will the Honourable Member please state the amount of contribution, if any, paid by the Local Governments when the road bridges on the Jumna at Delhi and Agra were constructed along with the Railway bridges and what was the amount so contributed?

The Honourable Sir Thomas Stewart: (a) The question of combining a roadway with the proposed railway bridge is still under discussion with the Assam Government. If the latter decide to have a roadway they will be asked to bear such portion of the cost as is usual in these cases.

(b) The United Provinces Government contributed Rs. 1 lakh towards the cost of the roadway over the Jumna bridge at Agra. I regret that information is not available in respect of the bridge at Delhi as this was opened as long ago as 1867. However when the down line of this bridge was re-girdered in 1933, a contribution of Rs. 7.28 lakhs was made by the Provincial Government towards the cost of the roadway.

Mr. Brojendra Narayan Chaudhury: Is it a fact that the Assam Government was asked to pay 27 lakhs for a combined road and rail project and that the Assam Government could not find the money for the same and the question now under discussion is whether the same roadway could not be used both by the railway and road, a separate timing being allotted for roads traffic.

The Honourable Sir Thomas Stewart: I believe that it is still under examination whether it would be possible to combine railway and road.

Mr. Kuladhar Chaliha: What is the amount asked for from the Assam Government?

The Honourable Sir Thomas Stewart: I want notice.

Mr. Abdul Qaiyum: May I ask if there is a fixed percentage for such contributions from Provincial Governments or whether decisions are made as and when the question arises?

The Honourable Sir Thomas Stewart: The amount of contribution is based on the cost of providing extra strength for the bridge.

Mr. Brojendra Narayan Chaudhury: Is the Honourable Member satisfied whether the arrangement about allotting separate timings for road and rail on the same track will be a safe one?

The Honourable Sir Thomas Stewart: That depends entirely upon the volume of traffic across the bridge.

APPEALS OF *ex*-CREW STAFF OF THE EAST INDIAN RAILWAY AT HOWRAH.

1171. ***Mr. Muhammad Nauman:** Will the Honourable Member for Railways be pleased to state why the appeals addressed to the General Manager, East Indian Railway, by about 85 *ex*-crew staff, Howrah, East Indian Railway, now absorbed as Travelling Ticket Examiners, Ticket Collectors, Booking Clerks, Goods Clerks and Guards on the subject of fixation in the co-ordinated scale in the month of November, 1938, have not been forwarded to the General Manager, East Indian Railway, for decision on the lines detailed in his Minute Sheet No. O.P.E.-1843 of the 27th September, 1938?

The Honourable Sir Thomas Stewart: Government have no information, but I will send a copy of the question to the General Manager, East Indian Railway, for such action as he may consider necessary.

Dr. Sir Ziauddin Ahmad: The question is, why the General Manager did not forward the appeals to the Railway Board?

The Honourable Sir Thomas Stewart: I would suggest to the Honourable Member to re-read the question.

PURCHASE OR MANUFACTURE OF NEW CARRIAGES FOR HORSES ON THE ASSAM BENGAL RAILWAY.

1172. ***Mr. Brojendra Narayan Chaudhury:** Will the Honourable the Railway Member please state:

- (a) whether the Assam Bengal Railway are going to purchase or manufacture new carriages for horses; if so, the amount proposed to be spent in this connection in the coming year; and
- (b) whether it has been examined whether the earnings of horse carriage traffic justify the expenditure in horse-vehicles for building and running them; last year's depreciation, interest on capital and running costs as against the receipts from that source?

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

ROBBERY ON A TRAIN AT VERKA RAILWAY STATION NEAR AMRITSAR.

1173. *Mr. Brojendra Narayan Chaudhury: Will the Honourable the Railway Member please state:

- (a) whether recently at Verka station near Amritsar, a party of dacoits successfully robbed and injured passengers when the train stopped at that station, (Amritsar-Pathancote Line) and ran away;
- (b) whether trains halting at stations have been attacked or robbed in other cases during the last two years and in the current year; if so, in how many cases; and
- (c) whether with a view to effectively cope with similar attacks, Government intend to supply every station master and guards of passenger trains with guns?

The Honourable Sir Thomas Stewart: (a) Yes.

(b) Government have no information further to that obtained for a reply to the Honourable Member's starred question No. 2046 of 12th December, 1938, regarding the raid on Dalauda station.

(c) I would refer the Honourable Member to the replies given to Mr. C. N. Muthuranga Mudaliar's starred question No. 639 of 23rd February, 1939.

DERAILMENTS OF PASSENGER TRAINS ON STATE RAILWAYS.

1174. *Mr. Brojendra Narayan Chaudhury: Will the Honourable the Railway Member please state:

- (a) the number of derailments of passenger trains on State Railways since the beginning of the year not due to sabotage;
- (b) the total number of persons killed or injured thereby, passengers and Railwaymen and others;
- (c) whether there has been any increase up to now in the number of derailments over the average of the last three years, or over the maximum of any of the last three years; and
- (d) if so, what the increase is due to?

The Honourable Sir Thomas Stewart: (a) and (b). There have been no derailments of passenger trains involving loss of human life which were not due to sabotage since the beginning of the year.

(c) Derailments of passenger trains, not involving loss of human life, are not reported separately to Government. I would, however, refer the Honourable Member to Appendix D of the Railway Board's Annual Report on Indian Railways for 1937-38, Volume II, which shows that the number of derailments of passenger trains in 1937-38 is 258 against an average over the three previous years of 276.

(d) Does not arise.

NEW PLATFORM ERECTED AT THE MOGHAL SARAI RAILWAY STATION.

1175. *Mr. Sri Prakasa: Will the Honourable Member for Railways state:

- (a) if it is a fact that a new platform has been erected at the Moghal Sarai junction station on the East Indian Railway;
- (b) if the No. 1 Up Delhi Mail comes to this platform every morning;
- (c) if it is a fact that no facilities are afforded to the passengers on this platform in the matter of shed, latrine, bath-room, etc.; and
- (d) if Government propose to consider the desirability of recommending to the Railway Administration either to make adequate arrangements for such amenities on the platform or bring the Delhi mail as before to the inside platforms where such facilities are provided?

The Honourable Sir Thomas Stewart: (a) Yes.

(b) and (c). Government have no information.

(d) Such matters are within the discretion of the Railway Administration and can be brought to their notice either direct or through the Local Advisory Committee.

A copy of the Honourable Member's question and the reply thereto will, however, be sent to the Railway Administration.

WANA, TOCHI AND RAZMAK TERRITORIES AND WAZIRISTAN OPERATIONS.

1176. *Haji Ohaudhury Muhammad Ismail Khan (on behalf of Maulvi Abdur Rasheed Chaudhury): Will the Foreign Secretary please state:

- (a) whether Wana, Tochi and Razmak are within independent tribal territory, or in India;
- (b) if in India, when these places were included in India, and under what terms and who were the parties who made the agreement;
- (c) whether the tribes of these areas were consulted in the matter of incorporating their territories in India;
- (d) who were the signatories to the agreement, if any, by which these tribal belts were included in India;
- (e) whether it is not a fact that fighting is still going on in these areas between the tribes and the British Indian troops;
- (f) at what stage the fighting is at present;
- (g) the total casualties in Waziristan operations till the 31st January, 1939, and what amount has already been spent in Waziristan till that date;
- (h) whether the Faqir of Ipi has been subdued; and
- (i) whether Government are contemplating withdrawing to the settled areas of the North-West Frontier Province?

Sir Aubrey Metcalfe: (a) Wana and Razmak are places situated in tribal areas in India. The Tochi is a river which rises in Afghanistan and flows through Indian tribal areas into the North-West Frontier Province of India.

(b) Wana and Razmak were finally included in India in 1893 under the terms of the Durand Agreement which was made between the Amir of Afghanistan and the Government of India.

(c) No, except that some tribes were consulted regarding the position of their tribal boundaries.

(d) The Amir Abdur Rahman, and Sir Mortimer Durand on behalf of the Government of India.

(e) Some operations are in progress in Waziristan.

(f) The attention of the Honourable Member is invited to the press communiques issued on the 26th January and the 9th, 16th and 27th February, 1939.

(g) The total extra expenditure from November, 1936, to January, 1939, amounts to about Rs. 244 lakhs. During the same period the casualties were 303 killed and 900 wounded.

(h) The Faqir of Ipi has not yet accepted Government's terms.

(i) No.

Mr. S. Satyamurti: With reference to part (b) of the question, may I know whether the Amir of Afghanistan was at the time of that treaty the sovereign of these tribes or the tribal areas and was, therefore, competent to sign over their areas to the British Government in India?

Sir Aubrey Metcalfe: I do not exactly understand what the Honourable Member means by "sovereign".

Mr. S. Satyamurti: My Honourable friend said there was a treaty signed by the Government of India and the Amir of Afghanistan handing over the tribal areas to India. I want to know what the political or constitutional position of the Amir of Afghanistan was at that time in respect of sovereignty over these tribes, or what was his competency to transfer these areas to India.

Sir Aubrey Metcalfe: It would take me a long time to explain the position and it is hardly fair to expect me to do so in reply to a supplementary question. But very briefly, the position was this that there were certain tribal areas situated between Afghanistan and India and it was desirable that some control should be exercised over them. It was, therefore, arranged that political control should be divided by a line which was known as the Durand Line.

Mr. S. Satyamurti: May I know whether the political control of the South-East Durand Line has been transferred to the Government of India, with the consent of the tribes or only by the Amir of Afghanistan?

Sir Aubrey Metcalfe: I have explained that the consent of the tribes was not taken in each case but they were consulted regarding their tribal boundaries. There is no reason to suppose that any of the tribes who were included in India at that time had any objection to that arrangement.

Mr. S. Satyamurti: But what is the basis on which the Government of India have come to the conclusion that the tribes concerned had no objection? Did they ascertain their opinion in any manner?

Sir Aubrey Metcalfe: Yes, there were constant jirgas with the tribes and a great many of the tribes made it quite clear that they wished to be under the political control of India,—in fact they gave agreements to that effect,—and not under the control of Afghanistan.

Mr. Abdul Qaiyum: May I know if the terms offered to the Faqir of Ipi have been published or whether Government intend to publish these terms for the benefit of Members of this House?

Sir Aubrey Metcalfe: I have stated them several times in this House.

Mr. K. Santhanam: If the tribes now express their desire not to be under the control of India, will the treaty be abrogated?

Sir Aubrey Metcalfe: They have not done so.

Mr. S. Satyamurti: When did Government last ascertain the wishes of the tribes to remain under the political control of India, and how are those wishes consistent with this constant warfare in those areas?

Mr. President (The Honourable Sir Abdur Rahim): That is a matter of opinion

Mr. S. Satyamurti: Then I will ask the first part of the question. When did Government last ascertain the wishes of the tribes concerned that they desired to continue under the political control of the Government of India?

Sir Aubrey Metcalfe: There are constant jirgas taking place between the authorities and the tribesmen practically all of whom, as I have already explained, are bound by agreements which they have solemnly entered into with the Government of India.

Mr. Abdul Qaiyum: May I know whether the Government of India have ascertained the wishes of the tribes with regard to their forward policy, and whether the tribes approve of the same?

Sir Aubrey Metcalfe: That is, as far as I can understand, the precise question I have just answered.

MECHANICAL ENGINEERS WORKING ON THE EAST INDIAN RAILWAY.

1177. ***Haji Ohaudhury Muhammad Ismail Khan:** Will the Honourable the Railway Member please state:

- (a) the number of Mechanical Engineers working on the East Indian Railway;
- (b) how many of them are Indians, and what is the number of Muslims among them;
- (c) the number of Engineers holding University Degree or Diploma;
- (d) the qualification of Mr. E. Massingham, acting Production Engineer of Lillooah Workshop and the substantive post on which he has got lien;

- (e) whether it is a fact that officers of the Junior and Senior Scales are available for acting as Production Engineer of the said Workshop;
- (f) whether Mr. Massingham has got any special training in Production;
- (g) whether there were any senior officers who were eligible for promotion to the post of Production Engineer of Lillooah Workshop when the permanent incumbent retired; and if so, whether their names were considered along with that of Mr. E. Massingham for special training; and if not, why not; and
- (h) whether it is not a fact that seniority is the main consideration for filling up vacancies—permanent or temporary?

The Honourable Sir Thomas Stewart: (a) 56.

(b) 27 of whom three are Muslims.

(c) I would refer the Honourable Member to the Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways corrected up to 31st December, 1938, a copy of which is in the Library of the House.

(d) I lay on the table a statement giving the information required. His substantive rank is that of a Lower Gazetted Service Officer.

(e) No.

(f) Yes.

(g) There were officers senior to Mr. Massingham who were considered when the post of Production Engineer was being filled.

(h) No; it is one of the considerations that influence selection.

Statement.

Considerable practicable training and experience in Carriage and Wagon Workshops in England between 1907 and 1921, including 4½ years with the Royal Engineers Railway Construction Company. Then as Carriage Builder Foreman on the Oudh and Rohilkund Railway. Officiated as Production Engineer from 1st July, 1934 to 16th September, 1935 and from 22nd July, 1936 to 18th February, 1937. Officiated as Works Manager, Tatanagar Works from 19th February 1937 to 25th October, 1937, and has been officiating as Production Engineer, Lillooah from 14th June, 1938.

Mr. K. Santhanam: With reference to part (g) of the question, may I know if at any time the post of Production Engineer has been given to an Indian?

The Honourable Sir Thomas Stewart: I should like to have notice of that question.

OFFICERS OFFICIATING ON STATE RAILWAYS.

1178. ***Haji Chaudhury Muhammad Ismail Khan:** (a) Will the Honourable the Railway Member be pleased to place on the table a list of officers at present officiating on the Railways, particularly the East Indian and the other State Railways, showing the number of years for which they have been officiating and the reasons for their not having been confirmed?

(b) Is it a fact that the confirmation of these officers is not taking place owing to scarcity of vacancies?

(c) If so, do Government propose to stop further recruitment to the junior scale until all the officiating incumbents are absorbed?

The Honourable Sir Thomas Stewart: (a) and (b). I would refer the Honourable Member to the Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways, corrected up to 31st December, 1938, a copy of which is in the Library of the House. Confirmation is dependent on the occurrence of permanent vacancies.

(c) No. Recruitment to the Junior Scale has been below normal for some years, but recruitment cannot be altogether discontinued, as it would seriously disturb the maintenance of a properly balanced cadre.

Mr. S. Satyamurti: What is the average period for which these officers have got to officiate, before they are confirmed or absorbed in the permanent services?

The Honourable Sir Thomas Stewart: The individual statistics are contained in the Classified List to which I referred. I do not have them here nor can I in any reasonable space of time calculate what the average period is.

Mr. S. Satyamurti: I am merely asking the Honourable Member to satisfy himself that these people have not got to officiate too long. My question is intended to find out whether, as the question suggests, these officers are compelled to officiate for too long a number of years.

The Honourable Sir Thomas Stewart: I am not in a position to answer the Honourable Member and say what is the average period of officiating service.

Mr. S. Satyamurti: Will the Honourable Member investigate the matter and satisfy himself later that the period is not too long?

The Honourable Sir Thomas Stewart: I cannot see that any good purpose would be served thereby.

Dr. Sir Ziauddin Ahmad: With reference to clause (c) of the question can the Honourable Member give reasons why recruitment has been below normal in the junior scale?

The Honourable Sir Thomas Stewart: The reason of course is that there is a block further up and it would exaggerate the block if normal recruitment were carried out at the present time.

Dr. Sir Ziauddin Ahmad: If recruitment is stopped at the bottom and kept up at the top it will surely affect the budget adversely, because cutting off the posts at the bottom and keeping those at the top will surely adversely affect the budget.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member can draw his own inference.

SENIORITY OF CERTAIN RAILWAY OFFICERS.

1179. *Haji Chaudhury Muhammad Ismail Khan: (a) Will the Honourable the Railway Member please state whether it is a fact that a local gazetted service officer is considered junior to one recruited by competitive examinations?

(b) If so, do Government propose to remove this distinction and treat the officers in both the categories on the same basis for the purpose of promotion to the Senior Scale?

The Honourable Sir Thomas Stewart: (a) A lower gazetted service officer belongs to Railway Services Class II, and an officer recruited by competitive examination, through the Federal Public Service Commission, belongs to Railway Services Class I. These are two different services and no question of relative seniority between these officers can arise.

(b) Does not arise.

STATING OF THEIR CASTES BY HOLDERS OF THIRD CLASS MONTHLY SEASON TICKETS ON THE NORTH WESTERN RAILWAY.

1180. *Mr. Abdul Qaiyum: Will the Honourable Member for Railways please state:

- (a) whether holders of third class monthly season tickets on the North Western Railway have to state their caste;
- (b) the reason why this information is required;
- (c) whether holders of second and first class monthly season tickets have similarly to state their caste; and
- (d) if not, the reason for the discrimination against third class passengers; and whether Government propose to remove the same?

The Honourable Sir Thomas Stewart: (a) Yes.

(b) With a view to stopping any fraudulent transfer of such tickets.

(c) The rules make no discrimination between any class of monthly season ticket holders.

(d) Does not arise.

Mr. Abdul Qaiyum: May I know, if the object is to stop illicit transfers of tickets, what useful purpose is served by this insistence on the mention of caste?

The Honourable Sir Thomas Stewart: I should have thought that the Honourable Member was perfectly well aware that caste in India is regarded as one of the distinguishing marks of a particular individual.

Mr. S. Satyamurti: Is the Honourable Member aware that this feeling is now going out?

Mr. Manu Subedar: May I know whether British holders of season tickets are asked to declare whether they are Welshmen or Scotchmen or Yorkshire men?

The Honourable Sir Thomas Stewart: No.

Mr. T. S. Avinashilingam Chettiar: In view of the fact that a definite suggestion has been made in the House, will Government consider the advisability of omitting that item in the forms which are to be printed hereafter?

The Honourable Sir Thomas Stewart: No.

Mr. K. Santhanam: With reference to the answer to part (a) of the question, may I know whether these tickets are transferable within the same caste?

The Honourable Sir Thomas Stewart: So far as I am aware, no.

Mr. K. Santhanam: Then, what is the meaning . . .

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member cannot have a discussion on this.

Mr. S. Satyamurti: Why do not Government consider the suggestion of abolishing the mention of caste in these application forms and what are the reasons, financial or other, which confirm the Government in their view that this information must be called for?

The Honourable Sir Thomas Stewart: I prefer to take the views of the Railway administrations.

Mr. Sri Prakasa: What happens in the case of persons who like myself have been turned out of their caste?

(No answer.)

CONVERSION OF THE KUJIBALI STATION ON THE ASSAM BENGAL RAILWAY INTO A HALTING PLACE.

1181. ***Mr. Kuladhar Chaliha:** Will the Honourable Member for Railways please state:

- (a) whether the Kujibali railway station of the Simologuri Khowang Railway Branch of the Assam Bengal Railway has been converted into an unattended halt there;
- (b) whether the public made any representation against this conversion;
- (c) whether their representations were heard; and
- (d) whether the station was opened for goods traffic; if not, whether the Railway authorities propose to open it for the purpose?

The Honourable Sir Thomas Stewart: (a) and (b). Yes.

(c) Yes, but the earnings of the station did not warrant its retention as a regular goods station.

(d) The answer to the first part is in the affirmative and to the second part in the negative.

**CERTAIN ALLEGATIONS AGAINST THE SERVANTS OF THE MAHARAJA OF
DARBHANGA WHILE TRAVELLING FROM LUCKNOW TO DELHI.**

1182. *Mr. Badri Dutt Pande: (a) Will the Honourable the Railway Member be pleased to state if it is a fact that the Maharaja of Darbhanga travelled from Lucknow to Delhi in the 117 Up (Delhi Express, East Indian Railway) on the 9th February, 1939, with his twenty-two servants and eleven dogs in a third class bogie with the carrying capacity of fifty-two passengers?

(b) Is it a fact that the third class bogie was not reserved for the Maharaja's servants and dogs and that the said Maharaja's servants were not allowing other passengers to enter the bogie?

(c) Is it a fact that owing to a great rush of third class passengers at Moradabad station in that train, Chowdhury Vijaipal Singh, M.L.A., informed the Assistant Station Master of Moradabad that the Maharaja's servants were not allowing other passengers to enter the bogie and that the Assistant Station Master deputed one Ticket Collector to have the authorised number of passengers seated in the bogie?

(d) Is it a fact that at the Gajraula junction the matter was again brought to the notice of the Railway guard who was requested to have the Maharaja's dogs taken out of the bogie and get other passengers seated in the bogie; and that when the Maharaja's servants were obstinate in not taking out the dogs, Chowdhury Vijaipal Singh, M.L.A., had to pull the alarm chain to stop the train?

(e) Is it a fact that the 117 Up train was delayed for about half an hour with a view to seeing that the law was duly obeyed?

(f) Is it a fact that the Railway guard referred the matter to the Controller of the Moradabad Division, who asked the guard to have the dogs taken out of the bogie, as it was illegal to have dogs in a passengers compartment without their consent?

(g) Is it a fact that the Maharaja Sahib was asked at Hapur railway station to give out the names of his servants who had committed the offence under section 109 of the Railway Act, but the said Maharaja refused to give out the names of his servants?

(h) Is it a fact that the guard then asked one Travelling Ticket Collector to note down the numbers of tickets of the Maharaja and of his servants?

(i) Is it a fact that a report was made at Hapur Railway Police Post by Chowdhury Vijaipal Singh, giving all the details of this incident?

(j) Will Government be pleased to state whether any action has been taken in the matter by the Railway authorities?

The Honourable Sir Thomas Stewart: I have called for information and will lay a reply on the table of this House as soon as it is received.

Mr. S. Satyamurti: When was the information called for?

The Honourable Sir Thomas Stewart: I could not tell the Honourable Member the precise date.

Mr. S. Satyamurti: Will the information be placed on the table of the House in time before the Session closes, if any Honourable Member wishes to take the matter further?

The Honourable Sir Thomas Stewart: Yes: I trust that will be the case.

MANUFACTURE OF LOCOMOTIVES IN INDIA.

1183. *Mr. S. Satyamurti: Will the Honourable Member for Railways please state:

- (a) whether Government have considered the cut motion to the Railway Budget demands passed by the Assembly, pressing on the Government the need for the manufacture of railway locomotives in India;
- (b) whether Government have considered the cut motion and come to any conclusion thereon; if so, what they are;
- (c) what is the total number of locomotives purchased out of India by State and Company-managed Railways during the last three years for which the figures are available, and from which countries these locomotives were purchased;
- (d) whether Government have considered or propose to consider the possibility of manufacturing railway locomotives in India with a view to supplying not only the requirements of India but also the requirements of Burma, Ceylon and other neighbouring countries;
- (e) whether Government have made any rough or approximate calculations of the cost of manufacturing locomotives required in India; what the figures are; and
- (f) whether Government are prepared to appoint an expert committee to enquire into the whole question and report; if not, why not?

The Honourable Sir Thomas Stewart: (a) Yes.

(b) Government consider that under present conditions the cost would be incommensurate with the results to be obtained and that it could not be justified from a commercial point of view.

(c) The Honourable Member is referred to the relevant provisions under rolling stock in the Budget Estimates for the years 1935-36, 1936-37 and 1937-38. The locomotives provided therein for the Metre Gauge section of the Bombay, Baroda and Central India Railway were manufactured at Ajmer and the rest were purchased abroad. The names of the countries which secured the orders are being obtained and will be laid on the table of the House in due course.

(d) and (f). For the reasons stated in part (b) above Government do not at present intend to proceed further with the matter.

(e) The Honourable Member is referred to the Honourable Sir Muhammad Zafrullah Khan's reply to the debate on the Resolution, regarding manufacture of locomotives in India, moved in this House by Mr. Sami Vencatachalam Chetty on 4th September, 1935.

Mr. S. Satyamurti: Since the cut motion was passed by this House some two weeks ago, may I know whether Government have really re-examined the matter further, and, if so, in what form, with what experts, and on what figures?

The Honourable Sir Thomas Stewart: No. There has been no re-examination since that cut motion was carried. But the Honourable Member will understand that the question was examined with a view to answering the debate on that occasion.

Mr. S. Satyamurti: May I know why, when in spite of the answer of the Government, the House passed the cut motion, Government have not re-examined the question from the point of view of manufacturing such locomotives not only for India but also for the requirements of neighbouring countries which may require them?

The Honourable Sir Thomas Stewart: I would point out to the Honourable Member that the passing of a motion by itself cannot in any way alter the physical facts of the case.

Mr. S. Satyamurti: If the passing of the cut motion does not, may I appeal to Government to re-examine the question from the point of view of the expressed wishes of the House in spite of the attitude of the Government?

The Honourable Sir Thomas Stewart: No.

Mr. K. Santhanam: May I know if Government have examined separately the question of the manufacture of boilers?

The Honourable Sir Thomas Stewart: Yes.

Mr. K. Santhanam: May I know when and what has been the calculation of the Railway Board?

The Honourable Sir Thomas Stewart: If the Honourable Member will refer to the speech of the Honourable Sir Muhammad Zafrullah Khan which I have mentioned, he will find there the calculations regarding boilers.

Dr. Sir Ziauddin Ahmad: May I ask whether the Government of India have seriously considered the situation that might arise and the consequences to our country, if unfortunately war breaks out in Europe in the near future?

The Honourable Sir Thomas Stewart: That is a matter of opinion.

Mr. K. Santhanam: May I ask if the Honourable Member for Railways knows that the condition laid down by the Honourable Sir Zafrullah Khan has been satisfied continuously for the last three years so far as the number of boilers is concerned?

The Honourable Sir Thomas Stewart: I referred the Honourable Member to the cost calculations, not the number of boilers.

Mr. K. Santhanam: Does the Honourable Member know that there is no cost calculation in that speech? Will he read it again?

The Honourable Sir Thomas Stewart: I have read the speech: there is a cost calculation in it.

Mr. K. Santhanam: Is it about boilers or about locomotives?

The Honourable Sir Thomas Stewart: About boilers too.

Mr. K. Santhanam: Will he please read out the para.?

The Honourable Sir Thomas Stewart: I have not the speech here.

Mr. Manu Subedar: The Honourable Member said that there was a scheme prepared and examined: may I know whether the Honourable Member will place the details of that scheme on the table of the House for our information?

The Honourable Sir Thomas Stewart: I do not remember that I ever said that a scheme had been prepared.

Mr. S. Satyamurti: May I know whether the Government of India have got into touch with Ceylon and other neighbouring countries to see what their requirements will be in the way of locomotives and boilers manufactured in this country, and re-examine this question with that information?

The Honourable Sir Thomas Stewart: The Honourable Member asks me to assume that these countries will be willing to take what we ourselves believe will be an expensive locomotive.

Mr. Manu Subedar: The Honourable Member refers to certain capital and other cost calculations and to the speech of the Honourable Sir Muhammad Zafrullah Khan: I am only requesting him to give us the details.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has been referred to the reply given by Sir Zafrullah Khan.

Mr. Manu Subedar: I am asking the Honourable Member whether he will make these details available for our information.

The Honourable Sir Thomas Stewart: The information is available in the speech that I quoted.

INDIANISATION OF RAILWAY SERVICES.

1184. ***Mr. S. Satyamurti:** Will the Honourable Member for Railways please state:

- (a) whether Government have considered the cut motion to the Railway Budget passed by the Assembly regarding Indianisation of railway services;
- (b) whether they have come to any conclusions thereon; if so, what they are;

- (c) what are the vacancies in the Railway Board and in the office of Agent and Deputy Agents of State Railways likely to arise during the next twelve months; and
- (d) whether Government have any intention of appointing Indians thereto; if so, to how many vacancies; if not, why not?

The Honourable Sir Thomas Stewart: (a) and (b). I would refer the Honourable Member to my reply to the debate on the cut motion referred to. It is not proposed to take any action thereon.

(c) Two among members of the Board, two of General Managers, and one of Deputy General Manager.

(d) An Indian officer is being appointed to the vacancy of General Manager of the Eastern Bengal Railway, a similar vacancy on the North Western Railway will be filled by the confirmation of the officer who has been officiating in that post for the last three years. The vacancy of Deputy General Manager on the Great Indian Peninsula Railway is being filled by a European. As regards other vacancies, I would refer the Honourable Member to the reply I gave to part (f) of his starred question No. 997 on the 13th March, 1939.

Mr. S. Satyamurti: May I know if Government do not propose to take any action on the recommendation of this House on the cut motion with regard to the Indianising of these appointments?

The Honourable Sir Thomas Stewart: The action that the Government of India propose to take is that which was outlined in my speech when I answered that debate.

Mr. S. Satyamurti: But the House passed this cut motion in order to press on the Government the need for Indianising all these services: my Honourable friend says that it is not proposed to take any action thereon. I am asking the reason why.

The Honourable Sir Thomas Stewart: Because, in their opinion, the policy they are at present following is the right one.

Mr. T. S. Avinashilingam Chettiar: In view of the passing of the cut motion, will Government re-examine the question of the continuance of 25 per cent. European recruitment?

The Honourable Sir Thomas Stewart: No.

Mr. K. Santhanam: May I know if the appointment in the Eastern Bengal Railway is officiating or permanent?

The Honourable Sir Thomas Stewart: It is probably officiating in the first instance, since the permanent incumbent has gone on leave preparatory to retirement.

Mr. T. S. Avinashilingam Chettiar: May I know whether Government propose to make good their promise in appointing an Indian to the post of Deputy Agent in the South Indian Railway?

The Honourable Sir Thomas Stewart: Government will do everything in their power to implement any promises they have made.

Mr. S. Satyamurti: May I inquire whether Government propose to appoint at least one Indian on a permanent tenure in the Railway Board?

The Honourable Sir Thomas Stewart: The decision in regard to that will be taken when the permanent vacancy occurs.

Mr. S. Satyamurti: May I know, Sir, how many of these appointments to which my friend referred which are being filled by Indians are permanent, if any of them is, or are they all officiating?

The Honourable Sir Thomas Stewart: I said that the appointment to the Eastern Bengal Railway must be officiating in the first instance, since the permanent incumbent is, I think, on leave preparatory to retirement.

Mr. S. Satyamurti: The others?

The Honourable Sir Thomas Stewart: I do not think there is any other appointment to which an Indian is being appointed.

Mr. S. Satyamurti: May I know, Sir, whether the one Indian-officiating appointment is made as a result of the passing of the cut motion in this House the other day?

The Honourable Sir Thomas Stewart: These appointments are not made in consequence of the passing of cut motions.

BROADCASTING OF EUROPEAN AND INDIAN MUSIC FROM BROADCASTING STATIONS.

1185. ***Mr. S. Satyamurti:** Will the Honourable Member for Communications please state:

- (a) the amount of time allotted to and the money spent on the broadcasting of European music from the different broadcasting stations in India during the last three years;
- (b) the time allotted and the amount of money proposed to be spent in broadcasting European music during the ensuing year;
- (c) whether Government propose to consider the advisability of dropping this part of the broadcasting programme altogether; and
- (d) whether Government propose to spend more money on broadcasting first class Indian music from all Indian broadcasting stations, saving the money now spent on broadcasting European music?

The Honourable Sir Thomas Stewart: (a) The information is not readily available and its collection would involve an amount of time and labour disproportionate to the result.

(b) Funds are not allotted separately for European musical programmes nor can time be allotted for such programmes one year in advance. Programmes are arranged for a fortnight at a time and are based on the demands of listeners and the availability of talent.

(c) There is a definite demand, from a fair proportion of listeners, for European music from All-India Radio Stations and so long as this demand persists, Government do not propose to drop these programmes altogether.

(d) Does not arise.

Mr. S. Satyamurti: May I know, Sir, with regard to the answer to part (c) of the question, whether the Honourable Member can throw any light in more detail on the proportion of the listeners in India who want European music broadcast from the All-India Radio Stations?

The Honourable Sir Thomas Stewart: Yes, Sir, a questionnaire was issued in Bombay which showed that twenty per cent. of the listeners want European music.

Mr. S. Satyamurti: Can he give figures with respect to other Broadcasting Stations in this matter?

The Honourable Sir Thomas Stewart: We have no definite figures.

Mr. S. Satyamurti: May I know, Sir, whether Government will, in view of the suggestion made in clause (d) of the question, that this money may be spent on broadcasting Indian music, ascertain by a circular or by means of a questionnaire to listeners at other broadcasting stations as to how many of them still want European music broadcast?

The Honourable Sir Thomas Stewart: Sir, it was only a little time ago I informed Honourable Members that an analysis of the correspondence received in the Controller's office showed that 97 per cent. of our correspondents approved of the programmes issued at present.

Mr. S. Satyamurti: In view of the fact that nowadays, owing to improved receiving sets, one can hear European music from first class sources in Europe, may I know whether Government will now reconsider the whole matter and find out positively from listeners how many of them still want European music broadcast from stations in India?

The Honourable Sir Thomas Stewart: I think that in the future it will be a feature of all our stations that they will send out periodical questionnaires in order to test feeling regarding the programmes that are being broadcast.

Mr. K. Santhanam: May I know, Sir, what will be the saving in cost if European music is given up at all stations?

The Honourable Sir Thomas Stewart: An approximation is that the cost of European music is about 14 per cent.

Mr. Manu Subedar: May I know, Sir, whether Government have ascertained the possibility of relaying the superior B. B. C. music instead of sending out the second rate European music which alone they are able to get in India?

The Honourable Sir Thomas Stewart: I have already informed this House that the possibilities of relaying programmes is having our closest attention.

ENQUIRY INTO RAILWAY ACCIDENTS AND STATUS OF INSPECTORS OF RAILWAYS.

1186. *Mr. S. Satyamurti: Will the Honourable Member for Railways please state:

- (a) whether Government have considered the cut motion to the Railway Budget demands regarding the enquiry into railway accidents and the status of Inspectors of Railways;
- (b) whether Government propose to bring into force section 181 (3) of the Government of India Act which relates to the safety of the public and of all persons operating the railways, including the holding of enquiries into the causes of accidents by persons independent of the Federal Railway Authority and of any Railway Administration; if so, when; and
- (c) the reasons why section 181 (2) of the Government of India Act has already been brought into force and section 181 (3) has not at all been brought into force?

The Honourable Sir Thomas Stewart: (a) Yes.

(b) The question of the formation of an inspectorate independent of the Federal Railway Authority and Railway Administrations is under the active consideration of Government.

(c) Sub-section (2) of section 181 of the Government of India Act, 1935, was brought into operation with effect from 1st April, 1937, to empower the Governor General in Council to carry on such ancillary undertakings in connection with Federal Railways as in their opinion were desirable. The powers conferred by sub-section (3) of section 181 are now exercisable by the Governor General in Council. The question of bringing this sub-section into operation in advance of the establishment of the Authority does not, therefore, arise.

Mr. S. Satyamurti: May I take it, therefore, that Government have now got the power of creating the authority, independent of the control of the Railway Board?

The Honourable Sir Thomas Stewart: Yes.

Mr. S. Satyamurti: May I inquire, Sir, whether that matter also is being examined, in connection with the proposal made in this House which my friend said was being actively considered by the Government?

The Honourable Sir Thomas Stewart: The Honourable Member's suggestion is, I take it, that the cadre of Inspectors should be independent of the Railway Board. That is my understanding of the problem that we are investigating.

Mr. S. Satyamurti: May I take it that Government intend, if they decide to create that, to create that independent body quite independent of the Railway authority?

The Honourable Sir Thomas Stewart: Yes, Sir, that is the proposition we have now before us.

SELECTION OF MUSICIANS FOR BROADCASTING STATIONS.

1187. ***Mr. S. Satyamurti:** Will the Honourable Member for communications please state:

- (a) the principles or considerations on which musicians are selected for broadcasting music at the broadcasting stations in India;
- (b) whether all possible steps have been taken to eliminate patronage altogether from such selection;
- (c) whether the advice of any expert committee is taken in the selection of such musicians;
- (d) whether the list of musicians is being periodically revised in the light of the opinion received from the listeners of such music; and
- (e) whether Government propose to appoint a committee to enquire into the whole question of the proper selection of musicians for all broadcasting stations in India; if not, why not?

The Honourable Sir Thomas Stewart: (a) The selection of musicians for broadcasting depends on various factors, such as their proficiency, popularity, suitability of their voices to the microphone, reliability in the fulfilment of their contracts and the fees which they will accept.

(b) and (e). All programmes are subject to the control, supervision and direction of the Head of the Department and there is no reason to believe that any further measures are necessary to ensure a proper selection of musicians.

(c) No, but advisory committees are being appointed for the more important stations and the Controller of Broadcasting will take their advice in the matter, where necessary.

(d) Yes.

Mr. S. Satyamurti: With reference to the answer to part (c) of the question, may I know whether Government intend to have the advice of such expert committees in respect of the selection of musicians for each broadcasting station?

The Honourable Sir Thomas Stewart: No, Sir, Government are not of the opinion at present that a special expert committee is necessary

Mr. S. Satyamurti: Then what are the means by which Government satisfy themselves that those who are entrusted with the task of selecting Indian musicians discharge their responsibilities from the several points of view mentioned by my friend, as governing the selection of musicians?

The Honourable Sir Thomas Stewart: Well, Sir, as I have already said on more than one occasion, we have a very extensive "fan mail" and a record is kept of performances in respect of their popularity, etc., at each station.

Mr. S. Satyamurti: What happens in the case of a first selection? My friend referred to the opinion of listeners. That can only be, with regard to musicians who have already sung and whose music has been listened to. Is it a permanent list, and what happens when additions are made to it?

The Honourable Sir Thomas Stewart: One way in which the list of artists is added to is through the process of giving auditions.

Mr. S. Satyamurti: With reference to the answer to part (e) of the question, may I know, Sir, whether Government propose to appoint a committee to inquire into the whole question of the proper selection of musicians for all broadcasting stations in India, for, after all, proper broadcasting of music forms the foundation for the development of broadcasting in this country?

The Honourable Sir Thomas Stewart: Sir, Government are by no means persuaded to think that their programmes are such as to warrant the appointment of such committees, as the Honourable Member suggests.

Mr. S. Satyamurti: But why don't they suggest a committee to improve their programmes and give better music?

(No reply.)

Mr. Manu Subedar: Is it a fact, Sir, that the Delhi Advisory Committee has not met for one and a half year?

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

ACTION TAKEN ON THE MEMORIAL OF TRAIN CLERKS ON THE NORTH WESTERN RAILWAY.

1188. *Sardar Sant Singh: (a) Will the Honourable Member for Railways be pleased to state whether it is a fact that the train clerks of the North Western Railway, Lahore, submitted a memorial to the General Manager, on 15th January, 1939? If so, has the same been considered, and what action is proposed to be taken on the same?

(b) Is it a fact that defaulters of other branches of the service are reverted as train clerks as a sort of punishment? If so, does this reversion affect the seniority of train clerks?

(c) Is it a fact that train clerks have to compete with menial shunting staffs?

(d) Is it a fact that the promotion for special ticket examiner's jobs is reserved for ticket collectors? If so, what are the reasons for permitting ticket collectors to compete with train clerks for the job of guards?

The Honourable Sir Thomas Stewart: (a) to (d). I would refer the Honourable Member to the reply I have just given to Mr. Sham Lal's question No. 1167.

UNIFORMS SUPPLIED TO CERTAIN STAFF ON THE NORTH WESTERN RAILWAY.

1189. *Sardar Sant Singh: (a) Will the Honourable Member for Railways be pleased to state on what basis uniforms are supplied to the station staff, and staff working in yards of the North Western Railway?

(b) Are the uniforms supplied to the trains clerks? If not, why not?

The Honourable Sir Thomas Stewart: (a) and (b). I would refer the Honourable Member to the reply I have just given to parts (a) and (b) of Mr. Sham Lal's question No. 1168.

RANGAPARA SECTION OF THE EASTERN BENGAL RAILWAY.

1190. *Mr. Kuladhar Chaliha: Will the Honourable the Railway Member please state:

- (a) whether the Government of Assam gave a guarantee to the Eastern Bengal Railway for opening the Rangapara section to the extent of Rs. 1,75,000, if the income of the Railway fell below a certain percentage;
- (b) whether the Government of Assam paid during 1937-38 a sum of Rs. 77,000 on account of the guarantee;
- (c) whether it is a fact that the income on this section of the Railway would have been more but for the breach of the Railway bridge on the Aye River and for the suspension of goods traffic on this line for more than three months;
- (d) whether Government propose to ask the Railway authorities to open the through booking of goods from the out-agency at Sootea; and
- (e) whether Government have received any representation from the public and Government of Assam?

The Honourable Sir Thomas Stewart: (a), (b) and (c). Yes.

(d) Government understand that the matter is under consideration.

(e) No.

Maulvi Abdur Rasheed Chaudhury: May I inquire, Sir, whether the railway authorities contemplate refunding Rs. 77,000 or any portion of it to the Assam Government in view of the fact that the income of the railway in that branch fell below the guaranteed percentage owing to suspension of traffic for over three months due to breach on the Aga River bridge?

The Honourable Sir Thomas Stewart: I should require notice of that. I am not aware of any proposal to refund this sum.

Mr. Brojendra Narayan Chaudhury: May I know the reason for the inordinate delay of more than three months in repairing the breach, which involved a loss of the goods traffic as referred to in part (c) of the question?

The Honourable Sir Thomas Stewart: I am not prepared to admit that there has been any inordinate delay.

Mr. Brojendra Narayan Chaudhury: Is it not usual for flood breaches to be repaired in three or four days?

The Honourable Sir Thomas Stewart: That depends entirely on the nature of the engineering problem presented.

REPRESENTATIONS REGARDING ADMINISTRATION OF THE TRIBAL AREAS.

1191. *Mr. T. S. Avinashilingam Chettiar: Will the Foreign Secretary state:

- (a) whether Government have received within the last one year any representations from the North-West Frontier Government with regard to the administration of the tribal areas;
- (b) if so, in what matters; and

(c) whether the representations have been considered and any conclusions come to?

Sir Aubrey Metcalfe: (a) No.

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

MANUFACTURE OF LOCOMOTIVES AND REDUCTION OF SALARIES.

1192. ***Mr. T. S. Avinashilingam Chettiar:** Will the Honourable the Railway Member state:

(a) whether Government have considered the cut motion passed by this House on the matter of manufacture of locomotives and the reduction of salaries; and

(b) if so, to what conclusions they have come to?

The Honourable Sir Thomas Stewart: (a) Yes.

(b) I would refer the Honourable Member to my replies given on 21st February, 1939, to the debates on the cut motions referred to.

Mr. T. S. Avinashilingam Chettiar: The question is whether they have considered the cut motions.

The Honourable Sir Thomas Stewart: You are asking whether the Government have considered?

Mr. T. S. Avinashilingam Chettiar: My Honourable friend refers to the speech on the cut motion which was passed on that day. I want to know whether that cut motion has been considered and what was the result of the consideration of the cut motion.

The Honourable Sir Thomas Stewart: The Government's position is unchanged.

Mr. K. Santhanam: May I know what procedure is adopted by Government for consideration of matters decided by this House?

The Honourable Sir Thomas Stewart: I do not think that any procedure in regard to consideration has been laid down or could possibly be laid down.

Mr. K. Santhanam: Are we to understand that generally no consideration is given at all to the proceedings of this House?

The Honourable Sir Thomas Stewart: No, Sir. My Honourable friend cannot understand that.

Mr. T. S. Avinashilingam Chettiar: May I know whether every cut motion passed by this House is taken into consideration before a conclusion is come to?

The Honourable Sir Thomas Stewart: Yes, it is.

Mr. S. Satyamurti: Was this cut motion considered by the Government of India? I want a straight answer to a straight question. If so, on what date did they consider it, and did they come to the conclusion that they should not go back on the decision that they had already communicated to the House?

The Honourable Sir Thomas Stewart: It was considered.

CUTTING OFF OF THE THROUGH MAIL TRAIN BETWEEN BANGALORE AND POONA AT HUBLI.

1193. *Sri K. B. Jinaraja Hegde: Will the Honourable Member for Railways be pleased to state:

- (a) whether it is a fact that the through mail train between Bangalore and Poona has been cut off at Hubli with the consequent delay of seven hours;
- (b) whether it is a fact that the Madras and Southern Mahratta Railway are contemplating running a through mail train from Poona to Bangalore *via* Guntakal junction;
- (c) whether there is not a delay of seven hours of post from Bombay to Bangalore owing to cutting off of the through mail train at Hubli;
- (d) whether it is not a fact that a person from Bombay could reach Mangalore *via* Kadure in thirty-six hours, while the post takes three days to reach Mangalore; and
- (e) whether Government are prepared to enquire into this dislocation of traffic and post and make the necessary changes?

The Honourable Sir Thomas Stewart: (a) Yes.

(b) No.

(c) No. No advantage would be derived by the arrival of the Mail at Bangalore seven hours earlier, as the mails could only be included in the morning delivery as is done now.

(d) The answer to the first part is in the affirmative and to the second part in the negative, as the total transit time for postal mails is normally 48 hours.

(e) Does not arise.

Sri K. B. Jinaraja Hegde: May I know how much time a letter takes from Bombay to Bangalore?

The Honourable Sir Thomas Stewart: I should require notice.

Sri K. B. Jinaraja Hegde: May I know what time it takes from Bombay to Mangalore? It is with reference to part (d) of the question, where it is said that a passenger can reach Mangalore in 36 hours, while the post takes three days.

The Honourable Sir Thomas Stewart: The mail takes 48 hours between Bombay and Mangalore.

Sri K. B. Jinaraja Hegde: Is it not a fact that the mail is cut off at Hubli and it is delayed there by seven hours?

The Honourable Sir Thomas Stewart: I have just explained to the House that the delay of seven hours makes no difference so far as the mails are concerned. They could not be delivered earlier even if they arrived seven hours earlier.

Sri K. B. Jinaraja Hegde: May I know the reason why the mail is cut off at Hubli for seven hours?

The Honourable Sir Thomas Stewart: I suggest that it is due to a re-arrangement of the railway service.

APPEAL OF THE EMPLOYEES OF THE BENGAL NAGPUR RAILWAY AUDIT DEPARTMENT.

1194. *Mr. R. N. Basu: (a) Is the Honourable Member for Railways aware of an appeal received by the Secretary, Railway Board, from the employees of the Bengal Nagpur Railway, Audit Department, regarding promotions of the passed incumbents to the higher grades of service?

(b) If so, what steps have the Railway Board taken in the matter?

(c) Are Government aware that the Director of Railway Audit, in his letter No. 193-E./31, dated the 4th May, 1933, had ruled that promotions to higher grades would be governed according to the dates of passing the qualifying examination equivalent to the Subordinate Accounts Service examination?

(d) Is it a fact that the ruling of the Director of Railway Audit was decided to be followed by the Bengal Nagpur Railway authorities in promoting lowest grade (AB Grade) clerks who have passed the qualifying examination?

(e) Is it a fact that the rules framed by the Railway authorities for the qualifying examination relate to promotion above "C" Grade?

(f) Is it a fact that promotion to "C" grade is governed by seniority in pay?

(g) Is it a fact that certain clerks of the "AB" grade who have passed the qualifying examination are not promoted to any grade above "C" grade for their not being senior for promotion to "C" grade?

(h) Are Government aware that the new rules for the promotion to "C" grade according to seniority were framed after certain clerks of "AB" grade had qualified for promotion by passing the examination?

The Honourable Sir Thomas Stewart: (a) Yes.

(b) None, as no appeal lay to the Railway Board.

(c) Yes.

(d) to (h). These relate to details of administration on a Company-managed Railway, in regard to which Government are not concerned.

DENIAL OF THE PRIVILEGE OF ENHANCED RATE OF INCREMENT TO PASSED INCUMBENTS OF THE BENGAL NAGPUR RAILWAY AUDIT DEPARTMENT.

1195. *Mr. R. N. Basu: (a) Will the Honourable the Railway Member please state whether it is not a fact that the privilege of the enhanced rate of increment is allowed to the passed incumbents of the State Railway Audit and Accounts Departments?

(b) Is it not also a fact that for the fixation of seniority of passed incumbents for promotion to higher grades, every three complete years of the excess in length of continuous service is treated as compensating for one year's delay in passing the examination?

(c) If so, why are the same privileges denied to the passed incumbents of the Bengal Nagpur Railway Audit Department?

(d) Do Government propose to instruct the Bengal Nagpur Railway authorities to follow the same rule? If not, why not?

The Honourable Sir Thomas Stewart: (a) and (b). The facts are as stated by the Honourable Member, except that in the Railway Audit Branch of the Indian Audit Department every three complete years of the excess in length of service—service after six years of service in the lower grade only being reckoned for the purpose—is treated as compensating for one year's delay in passing the examination.

(c) and (d). I would refer the Honourable Member to the reply I have just given to parts (d) to (h) of his question No. 1194.

DISCONTINUANCE OF DELIVERIES FROM ALLAHABAD CITY AND KUTCHERY POST OFFICES.

1196. *Mr. R. N. Basu: (a) Will the Honourable Member for Communications be pleased to state whether the attention of Government has been drawn to difficulties and inconvenience experienced by the Allahabad public on account of the discontinuance of the deliveries from Allahabad City and Kutchery Post Offices?

(b) Will the Honourable Member state why the representations made by the President, Traders Association, Hindustani Association and the grain merchants of Muthiganj, under registered covers No. 109 of the 14th September, 1937, No. 118 of the 12th November, 1937, No. 98 of the 21st December, 1937, and No. 109 of the 9th February, 1938, were left unattended and failed to evoke any response and were not even acknowledged by the Director General, Posts and Telegraphs?

(c) Will the Honourable Member be pleased to state what steps the Government of India have taken to remove the public grievance caused by the revised arrangements of delivery introduced from the 1st February, 1937?

The Honourable Sir Thomas Stewart: (a) and (c). I would refer the Honourable Member to the reply given to parts (a) and (c) of Mr. Mohan Lal Saksena's starred question No. 302 on the 16th February, 1938.

(b) I would refer the Honourable Member to the reply given to part (b) of Mr. Mohan Lal Saksena's starred question referred to in my reply to part (a) of this question. The letter of the 9th February, 1938, does not appear to have been received in the Director General's Office.

Mr. R. N. Basu: Is the Honourable Member aware that there is still a grievance on the part of the Allahabad public owing to the discontinuance of the deliveries from Allahabad City and Kutchery Post Offices?

The Honourable Sir Thomas Stewart: If the Honourable Member would refer to the replies I have quoted, I think he will get the information that he requires.

DISCONTINUANCE OF DELIVERIES FROM ALLAHABAD CITY AND KUTCHERY POST OFFICES.

1197. *Mr. R. N. Basu: (a) Will the Honourable Member for Communications be pleased to state if any enquiry was instituted to ascertain the genuineness of the grievance of the public of Allahabad which was ventilated through newspapers and other agencies regarding delivery of *dak*?

(b) Will the Honourable Member state the reason for the introduction of the new method of delivery involving heavy cost to Government?

(c) Has the new system involved further expenses in employing ten postmen, two sorting postmen, and an additional increase in the motor expenses?

(d) Has there been an abnormal fall in the work of the post office, because of the discontinuance of the deliveries from the aforesaid two post offices?

The Honourable Sir Thomas Stewart: (a) I would refer the Honourable Member to the reply given to part (c) of Mr. Mohan Lal Saksena's starred question No. 302 on the 16th February, 1938.

(b) The change was made in the interests of public convenience.

(c) Yes.

(d) No.

DISCONTINUANCE OF DELIVERIES FROM ALLAHABAD CITY AND KUTCHERY POST OFFICES.

1198. ***Mr. R. N. Basu:** (a) Will the Honourable Member for Communications be pleased to place on the table for the examination of the House the statistics of the City and Kutchery Post Offices, prior and subsequent to the introduction of the new method of delivery from the Allahabad General Post Office?

(b) Will the Honourable Member be pleased to state why an increase in the expenditure to the Department with curtailment of postal facilities to the public has been done, causing inconvenience to the general public and loss to the traders and merchants of the city?

(c) Will the Honourable Member please state the policy underlying the introduction of the new scheme at a heavy cost to Government?

(d) Will the Honourable Member be pleased to state whether the new method is being run at a loss? If so, why was the old system of delivery not restored till now?

The Honourable Sir Thomas Stewart: (a) The information is not available and cannot be collected without an undue expenditure of time and labour.

(b) and (d). The additional expenditure was incurred with the object of providing improved facilities to the public. It is not a fact that inconvenience to the general public or loss to traders of the city has been caused by the new arrangements which have been working since February, 1937.

(c) I would refer the Honourable Member to the reply given to part (d) of Mr. Mohan Lal Saksena's starred question No. 302 on the 16th February, 1938.

Mr. R. N. Basu: May I know what steps Government have taken to ascertain the views of merchants and traders of Allahabad?

The Honourable Sir Thomas Stewart: If I remember aright, specific enquiries were made by the Postmaster General of the U. P. Circle.

Mr. R. N. Basu: Representations were made by the Traders' Association and the Grain Merchants' Association regarding the inconvenience caused by the new change.

The Honourable Sir Thomas Stewart: Enquiries were made in that respect.

MUSLIMS IN VARIOUS RANKS IN THE MADRAS AND SOUTHERN MAHRATTA RAILWAY.

1199. ***Mr. Umar Aly Shah:** Will the Honourable Member for Railways be pleased to state the number of Muslims in various ranks in the Madras and Southern Mahratta Railway?

The Honourable Sir Thomas Stewart: 5,280 on 31st March, 1938.

RECRUITMENTS TO RAILWAY SERVICES.

1200. ***Mr. Umar Aly Shah:** (a) Will the Honourable the Railway Member please state whether heredity is a requisite for recruitment to Railway services?

(b) Will the Honourable Member state if the communal rotation is adopted?

The Honourable Sir Thomas Stewart: (a) Yes.

(b) Yes, where the orders issued required this to be done.

UNSTARRED QUESTIONS AND ANSWERS.

STATIONS PROVIDED WITH HOSPITALS ON THE EAST INDIAN RAILWAY.

38. **Qazi Muhammad Ahmad Kazmi:** (a) Will the Honourable Member for Railways be pleased to state which stations on the East Indian Railway are provided with hospitals for the treatment of Railway employees?

(b) At which stations are arrangements made for the treatment of indoor patients?

(c) Which of the hospitals are situated in malarious districts?

(d) What is the average number of indoor patients at each hospital during a year and how many beds are provided in each?

(e) Is it a fact that due to the inadequacy of beds, employees who need indoor treatment are denied this facility?

The Honourable Sir Thomas Stewart: (a) to (d). I lay on the table a statement giving the information required.

(e) No.

Statement.

Railway Hospitals.	Particulars in regard to Hospitals where indoor patients are admitted.	
	No. of beds	No. of indoor patients 1937-38.
Lillooah	16	575
Assanol	38	846
Ondal	4	
Dhanbad	22	917

Particulars in regard to
Hospitals where indoor
patients are admitted.

Railway Hospitals.	No. of beds.	No. of indoor patients 1937-38.
Jamalpur	66	1,450
Rampurhaut	4	
Azimganj	4	367
Gaya	8	
Barwadih	12	1,018
Dinapore	20	
Moghalsarai	4	608
Mokameh	4	
Allahabad	47	399
Cawnpore	6	
Tundla	28	374
Lucknow	17	
Moradabad	19	394
Calcutta . . . . .	..	..
Howrah . . . . .	..	..
Bandel . . . . .	..	..
Kamarkundu . . . . .	..	..
Burdwan . . . . .	..	..
Sahibganj . . . . .	..	..
Sitarampur . . . . .	..	..
Madhupur . . . . .	..	..
Pathardih . . . . .	..	..
Katrasgarh . . . . .	..	..
Gomoh . . . . .	..	..
Barkakana . . . . .	..	..
Gujhandi . . . . .	..	..
Jhajha . . . . .	..	..
Kiul . . . . .	..	..
Nawadah . . . . .	..	..
Buxar . . . . .	..	..
Dehri-on-Sone . . . . .	..	..
Mirzapur . . . . .	..	..
Cawnpore central . . . . .	..	..
Cawnpore Junction . . . . .	..	..
Juhi . . . . .	..	..
Etawah . . . . .	..	..
Mainpuri . . . . .	..	..
Aligarh . . . . .	..	..
Khurja . . . . .	..	..
Benares Cantonment . . . . .	..	..
Jaunpur . . . . .	..	..
Partabgarh . . . . .	..	..
Rae Bareli . . . . .	..	..
Fyzabad . . . . .	..	..
Barabanki . . . . .	..	..
Lucknow Charbagh . . . . .	..	..
Lucknow Alambagh . . . . .	..	..
Sultanpur . . . . .	..	..
Balamau . . . . .	..	..
Rosa . . . . .	..	..
Shahjahanpur . . . . .	..	..
Bareilly . . . . .	..	..
Chandausi . . . . .	..	..
Hapur . . . . .	..	..
Najibabad . . . . .	..	..
Lhakar . . . . .	..	..
Deora Dtin . . . . .	..	..
Beharshpur (Khanalampura) . . . . .	..	..

Malaria is prevalent at all the above places.

OPERATIONS PERFORMED ON EMPLOYEES IN RAILWAY HOSPITALS.

39. Qari Muhammad Ahmad Kazmi: (a) Will the Honourable Member for Railways please state how many major operations were performed on Railway employees during the last five years at Railway Hospitals of headquarter stations, and how many of the patients survived those operations and how many succumbed to them?

(b) Are there any specialists provided for the treatment of eye diseases? If not, why not?

The Honourable Sir Thomas Stewart: (a) Government have no information and do not consider that the labour involved in its compilation can be justified.

(b) No eye specialists are employed as such, but some of the medical officers on the State-managed Railways hold diplomas either in ophthalmology or in ophthalmic medicine and surgery.

ALLEGED WITHHOLDING OF CERTAIN TELEGRAMS IN THE CITY TELEGRAPH OFFICE, ALIGARH.

40. Sir Muhammad Yamin Khan: Will the Honourable the Communications Member please state:

- (a) whether Chaudhri Abdul Hamid handed over to the city Telegraph Office, Aligarh, on the 2nd March, 1939, telegrams to be sent to the Viceroy, Governor of the United Provinces, Premier of the United Provinces Government, Secretary, Muslim League, Lucknow, Raja of Mahmudabad, Mr. Rafi Ahmed Kidwai, *The Pioneer* and *the Hug*, containing words "Licence to take out old Durbari Tazia arbitrarily withheld Muslims suspended Mohurram observance";
- (b) whether the District Magistrate of Aligarh, against whom this complaint was made, got the telegrams from the telegraph clerk and stopped him from sending the said telegrams at once;
- (c) if the telegrams were withheld, under what rules they were so withheld, and whether the telegraph clerk was authorised to communicate the contents of the telegrams intended for high dignitaries mentioned in part (a) to the District Magistrate and take instructions from him;
- (d) if the telegrams were despatched, what is the time of their wiring;
- (e) how long the telegrams remained in the office before they were wired; and
- (f) whether any more telegrams were handed over in the office after these telegrams; if so, what is the time of their wiring?

The Honourable Sir Thomas Stewart: (a) Yes.

(b) The Sub-Postmaster of the Aligarh Post Office, being doubtful as to whether the telegram was of an objectionable or alarming character, referred it to the District Magistrate, who advised its interception. The telegram was, therefore, detained and the sender informed.

(c) The telegram was withheld under Rule 15 of the Indian Telegraph Rules which lays down the procedure governing such cases.

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

(f) Yes. They were signalled at 6-10, 6-12, and 6-18 P.M. respectively.

TRAVELLING OF RAILWAY OFFICERS WITH THEIR FAMILIES ON METAL PASSES.

41. Mr. Muhammad Azhar Ali: Will the Honourable Member for Railways please refer to part IV of Appendix No. 30 to the Civil Service Regulations and state:

(a) the sanction of the Secretary of State for India in Council permitting the Superior Revenue Establishment on State Railways to carry their wives, children and family on metal passes when travelling on duty; and

(b) the sanction of the Secretary of State for India in Council permitting the Superior Revenue Establishment on State Railways to travel in reserved carriages instead of in ordinary compartments of the train services for which they hold metal passes?

The Honourable Sir Thomas Stewart: (a) In these matters the Civil Service Regulations have been superseded by the Fundamental Rules, Under Supplementary Rule 174 of the Fundamental Rules, the Railway Board are competent to frame rules for the issue of free passes.

(b) Rule 10 of the Railway Board's Pass Rules regarding the issue of free passes reads as follows:

"10. Metal passes.—These are to be issued as follows and will cover (except over the Bombay, Baroda and Central India, Madras and Southern Mahratta and South Indian Railways) the officer's family (wife and children only) when travelling with him for journeys on duty",

* * * * *

from which it will be seen that metal passes do not confine the holder to journeys in the compartments of train services, but also cover journeys in saloons.

PROMOTION OF TRAINED CLEANERS TO FIREMEN ON RAILWAYS.

42. Mr. Muhammad Azhar Ali: Will the Honourable Member for Railways please refer to Rules 35 and 36 of the Rules for the recruitment and training of non-gazetted staff (except apprentice mechanics, trade apprentices, labourers and inferior staff) on State-managed Railways and state whether the promotion of trained cleaners to firemen is made on communal representation?

The Honourable Sir Thomas Stewart: Yes.

POSTS CREATED ON RAILWAYS AND RETRENCHMENT EFFECTED IN THE RAILWAY BOARD AFTER THE SEPARATION OF BURMA.

43. Mr. Muhammad Azhar Ali: (a) Will the Honourable Member for Railways please lay on the table a list of posts and the salaries attached to them created in the Railway Department, Railway Board, and on the

Railway Administrations, respectively, since the inauguration of the Railway Board in 1905 and the total increase in the total expenditure in 1938 over the expenditure in 1905 and in 1936, respectively, for those establishments?

(b) Will Government please state if any retrenchment was effected in the salary of the staff of the Railway Department and of the Railway Board after the separation of Burma and consequent upon the same? If not, why not?

The Honourable Sir Thomas Stewart: (a) Government do not consider that the labour involved in compiling the information required can be justified.

(b) No, as such diminution of the work, as there may have been on the separation, was more than counterbalanced by increases in other directions.

PENSIONERS AND PERSONS WHO SERVED IN THE GREAT WAR EMPLOYED ON STATE RAILWAYS.

44. Mr. Muhammad Azhar Ali: Will the Honourable Member for Railways please state the number of pensioners and persons who served in the Great War, employed on each State-managed Railway since 1919 and the conditions and salaries on which they were employed?

The Honourable Sir Thomas Stewart: Government do not consider that the labour involved in the compilation of the information required can be justified.

CANDIDATES BELONGING TO DELHI PROVINCE SELECTED FOR EMPLOYMENT ON THE NORTH WESTERN RAILWAY AND POSTED TO DELHI DIVISION.

45. Mr. Muhammad Azhar Ali: Will the Honourable Member for Railways please state the number of candidates belonging to the Delhi Province selected for employment on the North Western Railway and posted to Delhi Division since 1925 and the percentage thereof in the Delhi Division?

The Honourable Sir Thomas Stewart: Government do not consider that the labour involved in compiling the information required can be justified.

NON-PAYMENT OF CERTAIN ALLOWANCES TO TEMPORARY GUARDS IN DELHI DIVISION OF THE NORTH WESTERN RAILWAY.

46. Mr. Muhammad Azhar Ali: Will the Honourable Member for Railways please refer to the information given on 31st January, 1938, to unstarred question No. 158, asked on 21st September, 1937, and state whether the out of headquarters (daily) allowance to station staff put out to work as guards temporarily has since been paid to the claimants? If not, why not?

The Honourable Sir Thomas Stewart: With your permission, Sir, I propose to reply to this and question No. 47 together. Government have no reason to believe that suitable action has not been taken on the orders issued, but if the Honourable Member will bring to my notice cases in which the orders have been disregarded, the General Manager of the North Western Railway will be asked to look into them.

NON-PAYMENT OF CERTAIN ALLOWANCES TO TEMPORARY GUARDS IN DELHI DIVISION OF THE NORTH WESTERN RAILWAY.

†47. **Mr. Muhammad Azhar Ali:** Will the Honourable Member for Railways please refer to the information given on 31st January, 1938, to unstarred question No. 154 asked on 21st September, 1937, and state whether the mileage earned by station staff put to work temporarily as guards for periods exceeding twenty-one days has since been calculated towards leave salary and paid to them? If not, why not?

HOLIDAYS TO RAILWAY STAFF.

48. **Mr. Muhammad Azhar Ali:** Will the Honourable Member for Railways please state:

- (a) whether it is a fact that office staff on State-managed Railways are permitted to enjoy the holidays authorised under the Negotiable Instrument Act;
- (b) whether it is a fact that station and train staff on State-managed Railways are *not* permitted to enjoy those holidays;
- (c) the reasons for this discrimination amongst the staff of the public utility services; and
- (d) whether Government propose to credit with those holidays the leave account of those staff who owing to the exigencies of service are unable to enjoy those holidays; if not, why not?

The Honourable Sir Thomas Stewart: (a) and (b). Yes.

(c) The difference is due to the exigencies of the service making it impracticable to allow staff concerned with the working of train services, to take the holidays referred to.

(d) Government do not consider that there is any justification for accepting this suggestion.

PUNISHMENT OF CERTAIN STAFF IN DELHI DIVISION OF THE NORTH WESTERN RAILWAY.

49. **Mr. Muhammad Azhar Ali:** Will the Honourable Member for Railways please refer to the reply given to part (d) of starred question No. 171, asked on the 8th February, 1938, and to lay on the table a list of the staff who were discharged from the service since 1st January, 1938, in Delhi Division against their complaints for being kept on duty for sixteen hours or more in every run of a goods train or were punished for such complaints?

The Honourable Sir Thomas Stewart: Only nine van porters were discharged since January, 1938. In this connection, I would refer the Honourable Member to the reply I gave to Maulvi Syed Murtuza Sahib Bahadur's question No. 110 on the 23rd March, 1938.

INVESTIGATION INTO CASES OF BREACHES OF DISCIPLINE AND INSUBORDINATION AGAINST CHOWKIDARS ON THE NORTH WESTERN RAILWAY.

50. **Mr. Muhammad Azhar Ali:** Will the Honourable Member for Railways please refer to the reply given to part (c) of starred question No. 174,

†For answer to this question, see answer to question No. 46.

asked on the 8th February, 1938, and state the results of the investigation into the cases of serious breaches of discipline and insubordination against the chowkidars?

The Honourable Sir Thomas Stewart: I am obtaining the information asked for and will lay a reply on the table of the House in due course.

MISAPPROPRIATION OF THE SALES OF TICKETS BY A STATION MASTER AT NANGLOI ON THE NORTH WESTERN RAILWAY.

51. Mr. Muhammad Azhar Ali: Will the Honourable Member for Railways please state if it is a fact that a Station Master of Nangloi, Delhi Division, North Western Railway misappropriated the sales of tickets?

The Honourable Sir Thomas Stewart: No.

CATERING CONTRACTS ON RAILWAYS.

52. Mr. Muhammad Azhar Ali: Will the Honourable Member for Railways please refer to the Supplementary answer, *vis.*, "I mentioned on the floor of the House that the question of catering contracts was under our consideration" to starred question No. 669 asked on 5th March, 1938, and state the result of the consideration?

The Honourable Sir Thomas Stewart: The matter is under active consideration.

TEST OF COLOUR BLINDNESS ON RAILWAYS.

53. Mr. Muhammad Azhar Ali: Will the Honourable Member for Railways please state:

- (a) whether the test of colour blindness arrived at by Dr. Shinoli Ishra, Professor of the Imperial University, Tokyo, is authorised by the Railway Board; and
- (b) whether the test can be varied by individual examining medical officers?

The Honourable Sir Thomas Stewart: I would refer the Honourable Member to the reply I gave to Mr. J. D. Boyle's starred question No. 732 on the 9th March, 1938.

DEPARTMENTS WITHOUT RECOGNISED TRADE UNIONS.

54. Mr. Muhammad Azhar Ali: Will the Honourable Member for Railways please refer to the supplementary question to starred question No. 829, asked on the 18th March, 1938, and state the departments in which there are no recognised trade unions?

The Honourable Sir Thomas Stewart: I understand that the Honourable Member's question refers to Unions the membership of each of which is confined exclusively to employees of a particular department. The information required is not readily available, and it is not considered that the labour involved in compiling it can be justified.

**NON-GRANT OF RAILWAY CONCESSION TO ROORKEE DURING THE *Urs* AT
PIRAN KALIAR SHARIF.**

55. Mr. Muhammad Azhar Ali: Will the Honourable Member for Railways please state the administrative reasons for not giving concession rates of fare to and from Roorkee during the *Urs* at Piran Kaliar Sharif, and the shortest and longest journeys to and from that station undertaken during the last *Urs*, together with a total number of inward and outward passengers on that occasion?

The Honourable Sir Thomas Stewart: On the occasion of the last *Urs* at Piran Kaliar Sharif, the home Railway, *i.e.*, the East Indian Railway, gave concessions from the 9th to the 15th May, 1938, available for completion of the return journey up to the 19th May, 1938, at the following fares:

		<i>Single journey fares.</i>	
All classes	{	For stations distant 16 to 30 miles	1½
		For stations distant over 30 miles	1½

It has not been possible to ascertain the shortest and longest journeys to and from that station undertaken during the last *Urs*. The total number of passengers dealt with at Roorkee on this occasion was:

Inward	...	30,376.
Outward	...	29,548.

The North Western Railway does not normally issue third class return tickets, but, on this occasion, agreed to the issue of combined third class return tickets at two single journey fares over the North Western Railway portion.

**DIFFERENCE BETWEEN A JEMADAR SYSTEM AND A CONTRACT SYSTEM OF
COOLIES ON STATE RAILWAYS.**

56. Mr. Muhammad Azhar Ali: Will the Honourable Member for Railways please state the difference between a jemadar system and a contract system of coolies on State-managed Railways?

The Honourable Sir Thomas Stewart: The duties and functions of the two are much the same. The difference is in the terms of appointment, the Jemadar being permitted to work under a licence whereas the contractor has an agreement.

THE REGISTRATION OF FOREIGNERS BILL.

PRESENTATION OF THE REPORT OF THE SELECT COMMITTEE.

The Honourable Sir Reginald Maxwell (Home Member): Sir, I present the Report of the Select Committee on the Bill to provide for the registration of foreigners in British India.

THE INDIAN FINANCE BILL—contd.

Mr. President (The Honourable Sir Abdur Rahim): The House will now resume consideration of the motion moved by the Honourable Sir James Grigg on the 17th March, that the Finance Bill be taken into consideration.

Mr. N. M. Joshi (Nominated Non-Official): Sir, I had an opportunity of expressing my views on the budget during the general discussion. But, Sir, the time at my disposal on that occasion being limited, I propose to take advantage of this opportunity to supplement the remarks which I had made on that occasion, emphasise certain points a little more and add a few more points.

In my speech on the previous occasion, I had stated that the financial policy of the Government of India was intended mainly, first, to protect the interests of the wealthy and well-to-do classes, and secondly, not to forget to protect the interests of the British people. I did not expect the Honourable the Finance Member to accept my characterisation of their policy. But, Sir, while expressing my views on the policy of the Government of India, I gave some specific examples to support my statements. I had shown how the personal expenditure of the Governor General had gone up during the last 15 years. I showed how the Government of India very willingly suffered a loss of more than ten lakhs on air service, while not giving adequate money for the spread of postal facilities to rural areas. I showed how the Government of India was not willing to revise the conditions of service of inferior servants as regards their pension rates and salaries in certain places. Well, Sir, the Government of India have adopted lower rates of salaries for subordinate servants of the Government of India, but did they take any steps to reduce the salary of the Indian Civil Service? I also pointed out an instance—how recently the Government spent money on importing an archaeological expert. I should like the Honourable the Finance Member to tell us what he thought of some of those instances which I gave. One can add to the list of such examples to a very great extent. I shall only give one more instance which recently came to my knowledge. The Government of India were spending some money on a part time officer as Chief Chemical Examiner to the customs office. I am told that the Government of India have now decided to appoint a whole time officer on Rs. 3,000 a month. The expenditure has gone up from 500 or 600 a month to Rs. 3,000 a month. I would like the Honourable the Finance Member to tell us why the increased expenditure was necessary, and how it was inescapable? I hope he will enlighten us whether the things which I have mentioned are not happening in the Government of India. I would like the Government of India to change their policy in this respect. They should give more attention to provide postal facilities in rural areas. If they are willing to incur a loss of Rs. 15 lakhs for maintaining an Air Mail Service, they should not hesitate to spend at least double that amount to provide postal facilities in rural areas. After all, there must be some proportion maintained by the Government of India between the interests of the millions of people in this country and a few thousand Europeans and the wealthy people of this country. Similarly, I would like the Government of India to change their policy as regards the conditions which they give to the inferior servants in their employment. I have suggested to the Honourable the Finance Member that if he had 30 to 40 thousand rupees for importing an archaeologist—I do not know the exact amount—and a similar amount for appointing a Chief Chemical Examiner, then he should have sufficient money to revise the pensions of the inferior servants.

The inferior servants of the Government of India in Bombay are actually getting much less even in salaries than what the Bombay Government is paying to their inferior servants. Recently the Government of

India in the Postal Department have taken away the Bombay compensatory allowance given to some of the staff in the city of Bombay. I am sure the amount does not come to more than a few thousand rupees but they are miserly even as to that small sum. At present in the Postal Department they are making retrenchments and savings by all sorts of methods. I am told that recently they have stopped giving officiating allowance to the subordinate ranks in the Postal Department. Their hours of work, on account of the retrenchment policy, have been increased. People have to do more intensive work on account of the policy of not filling up vacancies. My friend, Sir Henry Gidney, reminds me that the number has also been reduced. I suggest to the Finance Member not to grudge money for improving the conditions of the subordinate and inferior servants. If he cannot improve them, I would at least ask him not to worsen the conditions, at least so long as he is not prepared to throw the same burden on the higher services like the Civil Service. It is all very well for him to say in reply to my charge that it is not a justified one but I base my charge on facts. I maintain that the Finance Member shows partiality to the European employees of the Government of India. If he has an answer, let him answer that charge and I have given specific instances. I shall not deal with the expenditure side any more. I also made a charge that in their taxation policy the poor people have to suffer proportionately more than the wealthy and the well-to-do classes. He has to take into consideration their ability to pay. The Honourable the Finance Member said that in a country like India taxation is bound to be regressive. He meant that in a country like India injustice is bound to be done under the present circumstances to the poor people as regards taxation. He admitted that

The Honourable Sir James Grigg (Finance Member): I didn't.

Mr. N. M. Joshi: He says that the system of taxation in a country like India is bound to be regressive.

The Honourable Sir James Grigg: To lean heavily on indirect taxation.

Mr. N. M. Joshi: I do not wish to quarrel with the Finance Member over the meaning of this word. I understand the word "regressive" to mean that the system of taxation is such that people bear the burden not in accordance with their ability to pay. Some people pay more than their ability to pay and some pay less than their ability to pay. The Finance Member says that the taxation leans on the indirect rather than on the direct taxation. I do not know why the rates of income-tax cannot be increased. As a matter of fact, he reduced the income-tax by removing the surcharges. The Honourable the Finance Member seems to me terribly afraid of the wealthy and well-to-do classes in this country.

Sir Cowasji Jehangir (Bombay City: Non-Muhammadan Urban): Is he?

Mr. N. M. Joshi: You ought to have seen the face of the Honourable the Finance Member the day on which my friend, the Baronet from Bombay, was attacking him, showing him that income-tax payers with an income of five lakhs of rupees have to pay by way of income-tax and super-tax about a lakh and a half out of five lakhs. It may be that people with an income of ten lakhs pay three lakhs a year. But, Sir,

[Mr. N. M. Joshi.]

why should the Honourable the Finance Member be afraid even to increase that rate. A man with an income of ten lakhs, if he pays three lakhs and if he is made to pay four lakhs, what change does it make in his life? As there are men in this country who can easily spend. . . .

Sir Oowasji Jehangir: There will be less to give to the Servants of India Society then.

Mr. N. M. Joshi: I hope the Baronet from Bombay will not try to save a few hundred rupees by not paying his contribution. **12 Noon.** to the Servants of India Society. Now, even if three or four lakhs are taken away out of his income of ten lakhs—I do not know his income, it may be more than ten lakhs, I do not know—how does he feel the loss of these four lakhs? He will still have Rs. 50,000 a month—I do not know whether he spends Rs. 20,000 a month. I am sure he does not. He can even save some money after paying a higher rate of income-tax but the Honourable the Finance Member again, I say, is anxious to protect the interests of the wealthy and the well-to-do. He is browbeaten by their speeches, he is frightened at their displeasure. Sir, I want the Finance Member to be fair and just and not to be browbeaten by people who are wealthy and well-to-do. I am sure if the Honourable the Finance Member has a will, he can make a change in the taxation system of this country. The Taxation Committee, which was appointed by the Government of India some years ago, definitely stated that in India too much taxation by indirect methods is collected. The Honourable the Finance Member has paid no attention to that fact and he and his predecessors did not make any effort to change the ratio between direct and indirect taxation. Sir, the Honourable the Finance Member said that “under the present circumstances of India” this was not possible. I do not know what the meaning of that phrase is. He has not explained to us what the present circumstances of India are. I know that there is great poverty in this country, there is too much pressure upon the land, and there is not a sufficient balance between agriculture and industry in this country. The country requires industrialisation.

The Honourable Sir James Grigg: More taxation on the poor.

Mr. N. M. Joshi: I want to know whether the Honourable the Finance Member has done anything to lighten the pressure on the land, to remove the poverty of the people, and I say, Sir, that that can be done by changing the present ill balance between agriculture and industry. What has my friend done for that purpose? Well, Sir, the Honourable the Finance Member said on that occasion that I am one of those people who stand for the policy of protection, and he expressed his surprise at that. Well, Sir, I made it quite clear that I feel strongly that in the interests of the people of this country, the country must proceed very fast with industrialisation. The pressure on the land must be lightened to a great extent. Sir, I do not wish to state before the House in full now what I feel on the question of protection. I had gone fully into that question several times before. If the Honourable the Finance Member had taken the trouble, when he joined his duties as Finance Member, to read some of the proceedings of the Legislative Assembly, he would

have known what my attitude is. Sir, my Honourable friend would then have known that I was one of the few critics of the policy of protection, by high tariffs. I suggested methods by which the Government of India could industrialise the country without the disadvantages of high tariffs but, unfortunately my voice was not heard. After some time, I began to point out to the Government of India some methods which I thought they might adopt, namely, "when you give protection to an industry, impose certain conditions to see that the industry will be run on proper lines". I have suggested on more than one occasion that the Government of India should appoint inspectors of industries for those industries that are protected. They should have control in various other matters but neither the Government of India nor the Legislature listened to my views. Sir, the other day, my Honourable friend, Dr. Sir Ziauddin Ahmad, pointed out how year after year I had put forward these views before the Legislature. He is one of my witnesses. I hope, Sir, that the Government of India will change that policy. We want industrialisation and I strongly believe in the industrialisation of the country. At the same time that industrialisation could take place by much better methods than the Government of India have ever adopted. Sir, as regards the policy of the Government of India in the matter of taxation, I feel, that instead of trying to improve the system of taxation, the Honourable the Finance Member is making it worse by his proposal this year to double the duty on imported cotton.

Sir, the Honourable the Finance Member or any one of his supporters should have shown how an increase in the duty on cotton will enable this country to produce a better class of long-staple cotton. Nobody can state that by the increase of the duty on cotton the price of short-staple cotton can go up. My Honourable friend, Sir Cowasji Jehangir, pointed out very clearly that the only Indian cotton which comes into competition with the imported cotton consists of fifty-seven thousand bales, and if the Government of India want to improve the quality of cotton and if they want to get long-staple cotton produced in this country, the right way is not to increase the duty on this cotton, because experience has shown that we cannot produce long-staple cotton and if Government want to encourage the production of long-staple cotton, the best way is for the Government of India to give a subsidy to those people who produce long-staple cotton. I am not against the protection of long-staple cotton; on the other hand, I would not like that one fibre of cotton from outside should be imported into India.

Mr. Lalchand Navalrai (Sind: Non-Muhammadan Rural): You get a subsidy to Karachi.

Mr. N. M. Joshi: If there is any competition, and if it cannot compete with foreign cotton, then the Government might pay a subsidy to those people so as to enable them to compete with foreign imported cotton. I, therefore, feel that the Finance Member has selected a method of taxation which, instead of improving the relation between direct and indirect taxation, has made it worse and he has given no justification for that action of his. Sir, the Honourable the Finance Member, the other day, in his reply said that I accused him of looking to the interest of Lancashire at the cost of the interest of India. Well, Sir, on that day I made no particular mention of that fact but, at the same time, I have no doubt that if the record of the Government of India is examined on

[Mr. N. M. Joshi.]

that point, it will be clear that whenever the Government of India have had an opportunity of protecting the interests of Lancashire they have done so. Those who remember the discussions of the various protection Bills as regards the textile industry know very well what efforts the Government of India have made to protect the interests of Lancashire. As a matter of fact, only two years ago, the Government of India reduced the duty on cotton textiles—no doubt in accordance with the recommendation of the Tariff Board—but without consulting the Legislature. They were in such a great hurry: they were perhaps afraid that the Legislature might not approve of their proposal. Therefore, without consulting the Legislature they reduced the import duty on the textile industry. Sir, does it not show that the Government of India take every opportunity to protect the interests of Lancashire? I would like the Government of India to change their policy. I would like them to give a little more attention to the interests of the masses of people and to give a little more attention to the interests of their subordinate services and inferior services and to base their taxation on a more fair and just basis.

Unfortunately, in this Assembly we make speeches; we may even pass Resolutions, cut motions and sometimes we pass amendments to the Finance Bill. But the Government of India admit no responsibility either to the speeches that we make or to the Resolutions and the amendments which we pass. They go on in their own way and we go on in our own way. The responsibility of the Government of India to the Legislature, especially during the last few years, has become a mere farce. The Government of India produce a budget before the Legislature. If any amendments to the Finance Bill are made by the Legislature, whether they are reasonable or whether they are not reasonable, the Government of India certifies the Finance Bill. It is true that if the powers of the Legislature over the Finance Bill and over the general finances of the country, are now weakened, it is not wholly the fault of the Government of India. The Legislature too, in my judgment, have not made proper use of the powers which they possess. It is a matter of great regret to me that the powers, which were given by the Constitution, were not properly used by the Legislature nor were they properly used by the Government of India with the result that the Government of India today has absolutely no responsibility to the Legislature. They go on in their own way undeterred by the public opinion of the country. I hope the Government of India will change their policy in this respect. If the Government of India show that they are responsible to the Legislature, if they show that they are responsive at least to the decisions of the Legislature, the Legislature too will show greater consideration to the difficulties of the Government of India, and, on the whole, the Constitution will work in the interests of the masses of people of this country.

As regards the control of the Legislature over the finance, I have suggested that the Government of India should appoint an Estimates Committee and I thought that the Honourable the Finance Member was agreeable to that proposal. I am to'd that the Honourable the Finance Member circulated some proposals to the Leaders of the various Parties. I thought the Honourable the Finance Member adopted a wrong procedure. If the Honourable the Finance Member was anxious for the appointment of an Estimates Committee, he should have placed his proposals before the Legislature by way of a Resolution. If the House thought it proper,

the Legislature would have appointed a Committee to examine the proposal of the Honourable the Finance Member and I have no doubt that a proper procedure for the maintenance of the control of the Legislature over the finances of the Government of India could have been arrived at. Not only do the Government of India not recognise its responsibility to the Legislature in finance matters and the Legislature does not exercise control over the finances, but even for the administration the Government of India do not recognise their responsibility to the Legislature.

There are various Departments of the Government of India who do not publish their administrative reports. There are some Departments which publish their administrative reports, but do not submit those reports to the Legislature. I remember that in old times an annual report of the working of the administration of the Government of India used to be published. It was called the report on the moral and material progress of India. That report was stopped. I think, after the Montagu-Chelmsford reforms. But the Government of India, after 1921, began to publish a report in another form. They used to call it "India in 1922 and India in 1923", and so on. As years progress, the Government feel their responsibility less and less and I have not seen any report now published by the Government of India on their administration for many years. As a matter of fact, the Government of India brought into existence a separate department which is now called the Information Bureau. This Bureau was originally established in order that it should produce the annual report on the administration of India. That Bureau has given up that work. I am told that the report is not published now because Parliament has ceased to exercise its responsibility for the administration of India and so the British Government does not want to give a report to the Parliament. They owe no responsibility to the Indian Legislature, and so no report is published on the administration of India. We are spending large amounts of money on our Foreign Department and on the Political Department. There are various other Departments of the Government of India which do not produce an annual report and submit it to the Legislature. I hope the Government of India will change their policy. The Government of India may not be responsible to the Legislature as regards political and foreign matters, but if they publish a report on the working of these departments—I would say that they should publish a report on the working of every department,—the public will know the facts about the administration and the public will know how the administration is being carried on. I do not know whether the Government of India feel that there are many dark spots in their administration and if they are asked to produce a report on their administration, these dark spots may see the light of the day. I hope they have no such fear. But if they have such a fear, they should make effort to remove these dark spots. I have no doubt that if the Government of India will publish reports of their administration of the various Departments, the administration itself will improve. Not only the Government of India do not give reports on all the Departments of their administration, but they refuse to give free copies of the few reports which they publish to the Members of the Legislature. Sir, you know that in Great Britain it is considered to be a privilege of the Members of Parliament to receive free copies of the reports of the various Departments of the Government. As a matter of fact, most of these reports are published as Parliamentary papers. They are submitted and presented to Parliament. The Government of India feel that if they once start the practice of presenting these

[Mr. N. M. Joshi.]

reports to the Legislature, the Legislature will begin to look into their administration. Therefore, although some of the departments publish their reports, these reports are not presented to the Legislature. I hope the Government of India will give up their policy and publish the reports of all the Departments, present those reports before the Legislature and distribute free copies to the Members of the Legislature. It is the privilege of the Members to be in touch with the administration and they can do so if the Government of India can supply them with free copies. I know that we were told in the Legislature when I had brought forward this question of supply of free copies of reports, that the Members should write letters and show interest and the Government of India would supply free copies. In accordance with that statement from one of the Honourable Members, I wrote a letter to one of the Departments, I think it was the Home Department, asking for a copy of the Wheeler report or the Maxwell report. The Under Secretary wrote to me that there are copies available in the public book shops and I am not entitled to get a copy. Well, Sir, I do not generally take defeats so very lightly. When I came to Delhi, I spoke to one of the officers of the Home Department—I think it was Mr. Thorne—and asked him for a copy. Perhaps, without thinking very much he promised me a copy. When he went to his office, perhaps, he was given a contrary advice and so next day he came to me and apologised and said that he could not give me a copy of the report and that it was available in the bookshop. This is the attitude of the Government of India towards Members of the Legislature. Perhaps, they think that the Members of the Legislature should have no right to be in touch with public administration. I sometimes feel that the Government of India have a contempt for the Legislatures. I know that the Government of India supply copies of these reports to several people. They supply free copies to the Press and in the opinion of the Government of India Legislature is less important than the public press. Otherwise I do not know why the Government of India should refuse to give free copies to the Members of the Legislature while they supply free copies to all the newspapers, throughout the country. I hope the Government will change that policy. If they supply free copies to Members of the Legislature, then the Members of the Legislature will be better informed in their criticism which they make in this House and their criticism will be more useful and more in the interest of the country. I hope the Government of India will give up their present policy and take greater interest in the masses and the poorer classes of the country. I hope if they do that the interests of the masses will be better served.

Mr. F. E. James (Madras: European): Sir, I only want to deal with two points in connection with the Finance Bill. The first is the growing incidences of taxation, both Central and Provincial, which affect commerce, trade and industry in particular, and the second is the increasing burden of taxation upon the middle classes. I am not venturing to cross swords with my Honourable friend, Mr. Joshi, on the point of incidence of taxation because I want to direct the attention of the House not so much to the incidence upon the wealthier classes as the incidence of taxation upon the middle classes, both European and Indian. As far as the incidence of taxation generally on commerce and industry is concerned, recently at the

meeting of the Associated Chambers of Commerce, a Resolution was passed drawing the attention of the Government of India to:

"the high level of taxation in India made the more serious by the unjustified continuance of temporary taxes imposed to meet emergency conditions, and calls for an early review of the incidence of such taxation—central, provincial and municipal—upon the commerce, industry and trade of the country".

Sir, I need not go into all the taxes which have been placed upon commerce and industry and trade in the last few years. I would, however, mention one fact, that quite apart from their incidence, their variation from province to province and from State to State is causing a great deal of concern and hardship to the business community in the country. It is possible for example, for a single industry to be subjected to accumulated taxes of varying kinds in different provinces or from State to State. Take the sales-tax. The sales-tax in one province is a retail sales-tax, in another province it is an accumulative sales-tax. In one province it is at one rate, in another province it is at another rate. Take the sales-tax on petrol. The rates on that vary from province to province, and where provinces are contiguous to Indian States, there is a grave danger of difference of a very serious nature in the taxation on this commodity as between the province and the States. Sir, I want particularly to draw the attention of the Government of India to my own province and more especially to a tax which has now existed for some years which is called the profession-tax. Under the Government of India Act of 1919, taxation on income can, strictly speaking, only be levied by the Central Government except with the permission of the Governor General in Council—I am now speaking of the old Act. The sanction of the Governor General in Council was obtained in 1920 by the Madras Government before passing what is now known as the Madras City Municipal Act, the Madras Local Boards Act and the Madras District Municipalities Act, under which all professions and companies are taxed on a certain basis. This right of levying profession-tax, based upon the income of the taxpayer, therefore, is acquired by virtue of the Governor General's sanction and I understand that the Madras Acts referred to were valid at the time when they were passed and continued to be valid until the 31st March, 1937, that is the day before Part III of the Government of India Act, 1935, came into force. Now, Sir, under section 292 of the Government of India Act, 1935, which is the law now in force:

"all law in force in British India immediately before the commencement of Part III of this Act shall continue in force in British India until altered or repealed or amended by a competent legislature or other competent authority."

Therefore, presumably these particular Acts are valid until they are repealed by a competent Legislature or other competent authority. What is the competent Legislature to undertake this measure?

The Honourable Sir James Grigg: This one.

Mr. F. E. James: If it is the case why does not the Government of India introduce an amending and repealing Bill abolishing profession-tax? I am very glad my Honourable friend mentioned that point, because I assume that he is using the word 'competent' in its legal sense. If that is the case, I would ask him as early as possible to introduce a Bill to repeal the provisions of these Local Acts which levy taxes in our province upon companies and upon professions on the basis of income. The companies in Madras pay a maximum profession-tax of Rs. 2,000 a year or a tax upon turn over. This profession-tax itself in its incidence is not very much unlike another Bill which was introduced in the United Provinces Legislature not

[Mr. F. E. James.]

very long ago. This profession-tax has no relation whatsoever to profession. In fact it is a levy upon persons who have no profession. It is based upon income and in some cases it amounts in its incidence to over 25 per cent. of the income-tax payable upon the same income. In other words it operates as an income-tax surcharge. We still have a surcharge on income-tax levied at the Centre. This levy is an additional surcharge by the Provincial Government. I think, Sir, it is a reasonable request to make that at a time certainly when the margin of central taxation is extremely narrow, every effort should be made to concentrate the power of taxing income in the hands of the Central exchequer. If there is any difference of opinion as far as courts are concerned with regard to legislative division, then it should be resolved as soon as possible. Where an Act in force in a province taxing income continues in operation, merely by reason of certain transitional provisions of the Government of India Act, and where this Legislature is—as I believe it is—the competent authority or legislative body mentioned in section 292 of the Government of India Act, then I suggest that the Government of India would be only acting as a prudent person if it introduces legislation repealing these powers.

Then, Sir, the other point I shall make is the increase in the incidence of taxation generally upon the middle classes of this country. When I speak of the middle classes perhaps it would be well for me to suggest that I regard as the middle classes those with incomes between Rs. 2,000 a year and Rs. 1,500 a month. I am not speaking of the other classes in receipt of larger incomes and . . .

An Honourable Member: There will be many Europeans then among the middle classes.

Mr. F. E. James: There is a large number of Europeans and a very much larger number of Indians in that category. When I speak on this matter I am not speaking solely for the Europeans in my own community who happen to fall within that scale but I am speaking generally for the middle classes. Again, take Madras; that is a province which I know more intimately than any other. What are the taxes we have in the Madras province? We have the advertisement tax, the cloth tax, the petrol sales tax, the entertainment tax, a general commodity sales tax which is cumulative and which exempts the small trader and, therefore, whose incidence falls very largely upon the middle classes and the wealthier classes. In other words, if you contemplate the life of a middle class man in this country,—in the morning he rises from his taxed bed; he eats his taxed breakfast; he sends his taxed child to school (for the child is taxed because there are no income-tax allowances for children) where the child studies taxed knowledge and writes on taxed paper. The father then goes to the office in a taxed car using taxed petrol or in a taxed tonga, or, if he is unwilling to have a tonga, he rides a taxed bicycle. When he gets to the office, he writes with a taxed pen upon taxed paper. He then returns in the evening to take some light-taxed refreshment and turns on his taxed radio to listen to taxed news. Finally, he retires to his taxed bed. Ultimately, after living a life where he is taxed from morning to night he retires upon a taxed pension. Ultimately, he dies and is buried in a taxed coffin or is laid upon a funeral pyre which is ignited with a taxed match, and the last rites of this poor man's existence are performed by a priest

who is taxed for exercising his profession. Sir, the incidence of taxation upon the middle classes is very largely the result of the taxation policy of the Central Government and of the Provincial Governments, I am not here to speak about the taxation policy of the Provincial Government. As far as the Central Government is concerned, I am bound to admit that the new rates under the slab system proposed in the Finance Bill do actually bring considerable relief under direct taxation to the classes whom I have mentioned, and for that we are grateful. But there still remains the burden upon these classes which is imposed by the revenue duties which are at present in existence. And, as I said last year when I spoke about this matter, I make no apology for returning to the charge. The history of the 1931 emergency surcharges on import duties and the additions then made to the tariff are well in keeping with the traditions of past increases inasmuch as the surcharges and additions are still in force today after the lapse of nearly eight years. Perhaps it is not inappropriate to mention that the history of tariff increases for a large number of years shows conclusively that while temporary increases are made in the tariff to meet emergencies, once the increases are enforced they develop a most extraordinary facility for acquiring the character of permanence. The position today is that the general level of the revenue duties renders them scarcely distinguishable from protective duties. Most of the general revenue duties are of the figure of 25 per cent. *ad valorem* or, in cases where the Ottawa preferences of ten per cent. of the United Kingdom operate, the standard rate of duty varies from 20—25, 30—35, 40—45 per cent. and even higher. Let us see a few examples of high revenue duties. I do not propose to weary the House by quoting them again this year, but any one who is interested has only to look up the tariff list to see what enormous duties are imposed on a very large number of articles that are not made in this country and are not likely ever to be made in this country. Now, the classes to which I refer are those to a large extent who pay for these high revenue duties. Last year when we raised this matter the Honourable Sir James Grigg gave what he admitted was a disappointing reply. He was asked then why he could not arrange for a scientific inquiry into the incidence of the revenue duties. And he said there were three reasons why it was difficult. First, because everybody believed in high tariffs on what they sold and low tariffs on what they bought. The Government of India were in the position of a trustee for all buyers and sellers and could not possibly simultaneously please them all. If that is the case, what about trying to please the consumer for once? His second point was the prolonged uncertainty in connection with the Ottawa agreement. Now that that prolonged uncertainty is coming to an end I suggest that that argument will very shortly disappear or cease to have any validity. Thirdly, he suggested that the initial result of a revision downwards would be a loss of revenue which Government up till then had never been able to afford. Now, he is making a large assumption, and inasmuch as he has not been able to have the inquiry which we suggested should be conducted, I wonder whether the evidence upon which he has based his conclusion is altogether satisfactory. The Honourable the Finance Member expressed last year his deep disappointment that he had not been able to do anything in connection with the revision of the revenue duties. His disappointment cannot be greater than ours, and I would once more like to ask him whether it would not be possible, now that he has an economic adviser, to undertake a comprehensive and scientific inquiry into the incidence of the revenue duties with a view to their reduction where possible; an inquiry which I suggest should

[Mr. F. E. James.]

be based upon the following policy; first, that the revenue duties should be imposed in such a way as to produce the maximum revenue consistent with the legitimate interests of consumers so as not to attract the law of diminishing returns or to foster the growth of uneconomic industries or to impede the development of India's export trade. Secondly, revenue duties should not be imposed upon imports essential either for agriculture or for the development of Indian industries. If on that broad basis of policy such an inquiry as I have suggested were set up, I have no reason to doubt that the result would be a revenue tariff more scientific and better fitted to the peculiar needs of the people of this country.

Mr. Kuladhar Ohaliha (Assam Valley: Non-Muhammadan): Sir, it is generally conceded that when the Finance Bill is under discussion, you can discuss any subject from China to Peru, from Greenland to New Zealand, but I shall not be so extravagant and shall ask the patience of the House to bear with me a little. I shall take you only to the Eastern part of British India and that part of British India from which I come, namely, Assam. The other day, I said that India is the pariah of the British empire, but what I find is that Assam is the pariah of British India. Most Members here do not care to know that there is such a province as Assam on the map—and more so the Treasury Benches. Assam has been suffering for want of money for a long time and the Meston Award has fleeced us to the extent of 225 lakhs in 15 years. Representations were made many a time, but the Otto Niemeyer report gave us something which is wholly inadequate for the needs of the province. The Otto Niemeyer report admitted that Assam was a deficit province and must, undoubtedly, receive assistance and yet they sanctioned a grant of Rs. 30 lakhs only. But in spite of our peculiar difficulties Assam has been forgotten by the high and mighty and the Government of India are unwilling to help Assam in any way and increase the grant-in-aid which we so much need. The Assam Government represented before the Otto Niemeyer Committee who said: "The Assam Government put forward a special claim in connection with the proceeds of the excise duty on Assam oil, though the incidence of the tax, obviously, does not fall on the producing province and our representations were rejected on the orthodox plea". But I shall inform the House that nowhere in British India does the Central Government take more than the revenues of a province than Assam, from excise duty on petrol and kerosene, customs duty on machinery, tea chests and other products we pay more than 20 crores, *i.e.*, more than the provincial revenue. The Punjab pays to the Central Government only eight per cent., the United Provinces pay about 25 per cent., Bengal about 70 per cent. Ours is the only province which pays to the Central Government so much, and as such our claim for greater allocation of a grant-in-aid is irresistible. It is said that our case has been properly discussed and then rejected. But we are not told what happened in the conference of Finance Ministers. Sir James Grigg has refused to give the information though I asked for it. The Government have not taken into consideration the largest excluded and partially excluded areas we have in our province and so they made a very conservative estimate of the expenditure on these areas. They never thought that we would have to spend more and more on the growing demands of the tribal people. Hence the conservative estimate in Otto Niemeyer Report. They never thought we were going to educate those people, establish hospitals and construct roads for them and give them other facilities. But the demand is now so insistent that the Government of Assam

is forced to spend more and more and make special provision for education in the tribal areas and the excluded areas. The Niemeyer report thought that the tribal areas would be left as before and would not be brought into civilisation and expenditure in these areas will be static. That is the mistake they made. We have vast area and space populated. We do not say we are not capable of producing wealth. We have vast mineral and material resources and if the Central Government come to our assistance and give us the necessary political backing, we can produce more and much more. New industries are being tried and mines are going to be operated. I trust it will add to the revenues of the Central Government further more. But in spite of this, the Finance Member here never considered our case. I asked a question as to what happened in the last conference of Finance Ministers, but Sir James Grigg refused to give an answer to that. This year also they have not helped Assam in any way. You will be surprised to know what the Finance Minister of Assam said in his budget speech. He said :

"Over and above this it should not be forgotten that we are carrying on Government in the provinces under an irresponsible Centre."

And further he added :

"With the mentality unchanged, the old habits and the practice of subordinating the interest of the people and of the provinces to those of vested interests and needs of the Empire continuing, it is impossible for the Government of the provinces to function with dignity and self-respect under an increasingly active Central Government."

Sir, that is the view of our Finance Minister in Assam who, I believe, tried his best to get some help from this Government but failed. Over and above that, the previous or outgoing Government in Assam borrowed 35 lakhs of rupees and the present Government is forced to repay it to the Centre. Therefore, they are in a helpless condition and they would like the matter to be brought before this House for consideration. I do not know how the Central Government is considering the matter. There is nothing in section 142 of the Government of India Act that prevents them from granting an increased amount of grant-in-aid if it is properly represented to His Majesty in Council. There is only a prohibition for the North-West Frontier Province. I trust that the Government of India will do their best to give us a greater grant and more subvention: otherwise, it will be simply impossible to run the Assam administration properly.

So far for subvention but I should like to speak about our people as well. I am not one of those who are not in favour of industrialisation of the country. We have materials, we have men and we have resources. We want the country to be properly and steadily industrialised. We have so many people unemployed in Assam and unless some sort of industrialisation of the country as a whole and of Assam, in particular, is undertaken, it will be impossible in the future to satisfy the discontent which has been raging and growing in the country day by day. Apart from this, Assam wants a fair share in the appointments of the Central Government. There are about a crore of people in Assam out of 22 crores in British India but I must tell the House that though we are entitled to five per cent., of the appointments we do not get even one per cent. in the Central Services. Have we got any appointment in Indian Agriculture Services, Indian Veterinary Services. Customs, Salt, Opium, Ports and Pilotage, Survey of India. Geological and Botanical Surveys

[Mr. Kuladhar Chaliha.]

and Sugar Technology, Army, Navy, Air, Broadcasting and other services, we have been completely ignored and neglected. In the Posts and Telegraphs Departments, where Mr. Bewoor reigns, we have been tagged on to Bengal and we are absolutely forgotten and we are nowhere in the picture. In the superior services in this department there is not one Assamese. This is a department which forgets Assam altogether. Postal letters are delayed, transport is bad and even when we make personal representations they are forgotten. We get no reply. Such is the state of things in Assam. I represented the matter about the postal delay in North Lakhimpur personally, but nothing has been done and no reply is forthcoming. In such a state of affairs how can we be satisfied? Not only the Government but even our friends here forget that there is a province like Assam in the eastern part of India. But I suppose we will, in future, get some attention as we are very near the Chinese frontier over there, and if there is a war we will be within bombing distance from China. Like the North-West Frontier Province, we will then get more attention. Calcutta itself will be within bombing distance from the Chinese frontier if the Japanese get there.

Sir, I represent the poor peasants of Assam, and, therefore, we need all the assistance we can get from the Central Government. The peasants will have a little consolation if we get a reduction in the duty on salt and postcards. Sir, it has been officially estimated that the average income of an Indian is differently estimated as between Rs. 45 to Rs. 100, but let us see what is the average income in other countries. In Canada the average annual income, per head, is Rs. 1,300, in the United Kingdom it is Rs. 1,100, and in the United States of America it is in the neighbourhood of Rs. 2,000. That shows the appalling poverty of our people in this country. Now, if we take the deposits made in the Savings Banks, what do we find? It is about Rs. 2 per head in India, but what is the average amount of money deposited per head in other countries? In the United Kingdom it is Rs. 270, in Japan it is Rs. 90, and in France it is Rs. 125 per head per annum. That shows again how poor our people are, but what have the Government done to relieve the poverty of the people? Sir, the reduction of salt duty has been discussed on the floor of this House year in and year out, and yet we have not been able to get a reduction of even four annas per maund of salt. I may tell the House that in 1879 when the duty on salt was Rs. 2/12 the average consumption per head was 8.9, in 1882 when the duty was reduced the consumption increased. In 1922-24 when the duty was increased, there was again a decline in consumption. From 1924, when the duty was again raised, the consumption per head further declined, in fact for the last 12 years the average Indian in the villages is barely consuming 12 lbs. per head. Is that enough for human consumption, to keep the body and soul together and in proper health? In England the average consumption is about 40 lbs. per head. Of course, there is no duty there. In Portugal the average consumption is about 35 pounds,—there is also no duty,—in France the average consumption is 20 pounds, and in Italy the consumption is about 18 lbs. but in both France and Italy there is a duty on salt. Whereas, in India, the average consumption is 12 lbs. It shows that the average Indian is consuming much less salt than is necessary for his physical well-being. Salt is also required for his cattle and for many other things, but owing to

its high price the poor Indian has to starve himself in this matter. Therefore, Sir, in order to relieve this appalling misery and poverty of our people, the Central Government should reduce the price of salt by at least four annas a maund. Of course, the Government by so doing will be foregoing about $1\frac{1}{2}$ crore of rupees thereby, but as my Honourable Leader, Mr. Bhulabhai Desai, said the other day, the Honourable the Finance Member keeps certain sums of money secreted to meet any emergency like a war, because in case Hitler makes an attack on India, my friend, the Finance Member, may get all the money that may be needed to meet such a contingency which he has not revealed to us.

Sir, everyone knows that war clouds are gathering in the horizon and a war is imminent any moment. I believe the last war cost India about 200 crores, but this time I am afraid it will cost over 400 crores. Anyway, if there are any sums kept away to meet war emergencies, those sums are not shown in the Budget, but I think, Sir, Government would be doing a great service to the poor people of this country by reducing the duty on salt by at least four annas per maund, thereby the decrease in the coffers of the exchequer will be about $1\frac{1}{2}$ crores.

Now, Sir, I shall just say a few words about the little postcards. Our poor people in villages are clamouring for a reduction in the price of the postcard from nine pies to six pies. That was the price which the poor in the villages were paying for a long time, and after the price had been put up, they have been demanding a reduction in its price. So I suggest if the price of the postcard is reduced from nine pies to six pies, I don't think much harm will be done, because the deficit will be only about 35 lakhs. I, therefore, think, Sir, that in these two matters the suggestions I have made for a reduction in the duty on salt and also in the price of the postcard will commend to Honourable Members opposite and that my friend, the Finance Member, will not have to go to the Viceroy for certification. It is always a bad policy not to listen to the advice given by the House and to throw out the demands, and then get them certified by His Excellency the Viceroy. I think, Sir, in view of the great change that has come over in the mentality of the Government, they should accept our suggestion and accept our amendments in this respect. Sir, it is always a difficult problem for us to bring home to the Government our needs, because our case is forgotten, our representations are always overlooked. But the time has come when they should completely change their mentality and adapt themselves to changing circumstances. Apart from that, the war is imminent, and considerations of prudence should make Government agree to our suggestions conveyed by means of the various amendments. With these words, I oppose the consideration of the Bill.

Mian Ghulam Kadir Muhammad Shahban (Sind Jagirdars and Zemindars: Landholders): Sir, the first point to which I wish to draw the attention of the House and which has been discussed from different viewpoints is the duty on cotton. Sind can grow long staple cotton if there is a demand for it. It does not take long, as my Honourable friend, Sir Cowasji Jehangir, made out the other day, to grow long staple cotton. If the millowners of Bombay and Ahmedabad place orders for long staple cotton, then I challenge that Sind and Punjab will be able to supply them as much as they need next year. India can grow long staple cotton. Soil is not uncongenial for long staple cotton. Government, by levying a

[Mian Ghulam Kadir Muhammad Shahban.]

small cess or from general revenue, may help the cotton growers by supplying them with good seeds from America, Egypt and East Africa. Fresh seeds should be supplied every year for some time, so that the cotton may not deteriorate. May I request my Honourable friends, Sir Cowasji Jehangir and Sir Homi Mody, to set apart a portion of their income for this purpose? Indian consumers help the textile industry by 45 crores per annum, and it is not too much to request them to set apart four annas per cent. of their income to the development of long staple cotton. There should be harmony between agriculturists and industrialists; they should help each other. If the manufacturers do not help the agriculturists, they will not be able to purchase, on account of poverty or otherwise, the articles which they produce. I earnestly hope that the manufacturers and Chambers of Commerce will not oppose the production of long staple cotton and will make every effort to develop the cultivation of long staple cotton in Punjab and Sind.

Intimately connected with this problem is the question of the Sukkur Barrage in Sind. Who was the author of the Barrage project? The Government of Bombay, and not Sind. Whom did the Government of India advance the money? To the Government of Bombay, not Sind. Sir, the Sind of today is different from the Sind of the old Bombay Presidency. Would you build a barrage in Sind today if there were no barrage now? Would you have built a barrage then if Sind had been in her present state? If the answer is in the negative, then Sind, which had no voice in the matter, deserves to be completely relieved of the burden imposed upon her. If the answer is in the affirmative, then the responsibility would be entirely of the Government of India. Sind would not and could not bear the burden in its entirety,—in part, perhaps. To ask us to pay for Barrage is as much as to ask the United Provinces Government to pay for the Taj.

Sir, it is beyond my comprehension why the Government of India continue to treat Sind as their step child. It is iniquitous that the province should be called upon to bear the entire burden of debt when the benefits of the barrage do not accrue entirely to her. The Government of India also benefits as a result of increase in the receipts of the North Western Railway and the yield from income-tax. The Punjab also benefits as a result of the migration of the Punjabees to Sind. It is iniquitous, however, that the burden of the interest charges remains unmitigated when interest rates have fallen all round since 1929.

Sir, Sind will suffer the paralysis of this debt as long as it remains and it will remain for ever if she is expected to discharge it all her own. India is a country teeming with money-lenders, but it seems to me that the Government of India are the most extortionate money lenders. Were they to realise the ultimate collapse of the economic and financial structure of Sind, under the load of this debt, they would, at once declare a Rooseveltian moratorium to reconsider the question. Sind, under this debt, resembles Germany under the burden of reparations in the post-war period—doing harm both to debtor and creditor. The Government of India are merely postponing the day of Sind's salvation. Very soon they will have to face the facts. Must they insist on seeing the financial collapse of Sind before they come to its rescue? Must they insist on seeing the welfare of the people of Sind touch bottom before they will lend a helping hand?

Let me quote a few figures to illustrate the deplorable state of public policy with regard to economic welfare. In 1937-38 out of a total income of 362 lakhs (including the subvention of 110 lakhs) the amount spent on beneficent departments was 52 lakhs or 14 per cent. In the Punjab, in the same year, the amount spent on similar departments was 312 lakhs out of a total income of 11½ crores, giving a percentage of 27. I ask you, Sir, to estimate the significance of these figures. Expenditure on beneficent departments is notoriously vulnerable so that the impact of any financial misfortune is felt by these departments alone. I look forward to the year 1942-43 with uneasiness amounting to dread, shared I am sure by all Sindhis because it will be in that year that the full force of the repayment of the Barrage debt will be felt. In that year the first instalment of 75 lakhs towards the repayment of capital is due. The amount of interest payable in that year will, in no case, be less than 100 lakhs. This total amount of 175 lakhs is just under 50 per cent. of the present total income (including the subvention) of the province of Sind. It exceeds the subvention by 70 lakhs. It exceeds the payment, now being made, on account of interest, by about 50 lakhs. I ask you, Sir, to weigh the significance of these facts. These sums in mere lakhs may not mean anything to the Government of India, but for Sind—on them rests her existence. The margin of safety in the financial resources of Sind is so narrow that a few lakhs here and there make all the difference between living and mere existence. Is a policy of welfare conceivable under a system which parts with 50 per cent. of its income towards the repayment of debt? We have been in the midst of a slump from which no recovery seems likely in the near future. Taking the estimates of the Sind Financial Enquiry Committee we find that the increase in revenue under normal conditions which means under the best conditions will be absorbed by interest charges till 1942-43; and that under the conditions of the slump all the increase in revenue will be so absorbed till 1952-53. Sir, the slump continues. 1942 is approaching. Are the Government of India determined to commit financial infanticide on an infant province, or are they waiting and waiting in vain for a miracle to happen which will increase land sales and land revenue in Sind and raise the prices of agricultural produce to an extent that will make the repayment of debt possible?

The Government of India, in their telegram to the Secretary of State on the recommendations of the Niemeyer Report, said, with reference to Sind:

"The subventions proposed are equivalent to a capital gift of something like 20 crores, so that in effect a very large part of the Barrage debt is being cancelled."

I maintain, Sir, that this contention is hardly admissible, because like certain other provinces Sind has been given a subvention to make the two ends meet, apart from the Barrage. It is true that the amount of the subvention is greater than what would have been in the absence of the Barrage, but nobody can deny the utter inadequacy of that part of the subvention which is paid on account of the Barrage. The Government of India take back more with one hand than what they pay with the other.

The imposition of the entire burden of the Barrage on Sind violates the principles both of social justice and public finance—of social justice, because the people of Sind had no voice in the imposition of this burden on them; of public finance, because a liability which should be national is made regional, thus, mortgaging the entire future of that region and sealing

[Mian Ghulam Kadir Muhammad Shahban.]

the fate and damning the destiny of a poor people without any fault of theirs. I strongly recommend that Barrage debts should all be written off.

I would like to say a few words about broadcasting. This department is not developing and makes no effort to popularise its activities for several reasons. I enumerate a few of them:

(1) The Chief Controller on account of personal occupation does not give much time to this infant department which requires constant vigilance of the Controller.

(2) The method of recruitment is defective on account of the mentality of some persons to do just the opposite to what is suggested.

(3) The Department should have a Committee of Selection consisting of officials and non-officials and the programme department may be further strengthened and should be more active.

(4) The prices of radio are exceedingly high. A profit of 300 per cent. is usual for radio firms. Apparatus which cost Rs. 45 in London and New York are advertised at Rs. 300 by Indian firms, and they show generosity by giving a discount of 50 per cent. which only means reduction of their profit from 300 per cent. to 150 per cent. The Government ought to take steps to advertise and announce in radio every week manufacturers' price of various apparatus and the prices at which it is landed in Bombay after paying the duties.

The radio ought to be used more extensively for educational purposes as is now being done in various countries. The pronunciation of teachers is usually bad and it is impossible for them to teach the boys good English and good Hindustani. Let the boys, who are learning English and other Indian languages, hear correct pronunciation through radio. Some of them never hear English spoken by an Englishman and the only way by which one can hear is by radio. The Urdu pronunciation is similarly hopeless. Let the boys hear good Urdu pronunciation from Delhi station and also from some other radio stations. Radio can also be used for teaching history, geography and general knowledge and I strongly advocate that greater use of radio should be made for educational institutions and special programmes should be provided for them.

Now, Sir, I take up shipping. Shipping plays an important part in the industrial civilisation of modern times. In this respect India has gone backward rather than forward. Her long connection with the most important maritime power in the world has resulted in the decay of the supreme position which India held as a maritime country in the 18th and earlier centuries. It is pointed out by Moreland that in Akbar's time the great bulk of the commerce of India was carried in ships built in India and that India had also great passenger ships much larger than any in contemporary Europe except the Portuguese ships. As late as the beginning of the last century India retained her position as a great seafaring country. Shipbuilding was in an excellent condition and Indian ships often sailed to the Thames in company with British ships. It is recorded that in the year 1800 the port of Calcutta alone had about 10,000 tons of shipping built in India of a description calculated for the conveyance of cargoes to England.

Consider the position today. What a sorry fate the history of the 19th century is for Indian shipping? About 99 per cent. of our sea-borne trade carried by foreign ships. What irony is this that a country with a huge foreign trade has no share in carrying it! But come nearer home. Do we have a substantial part of our coastal trade? No, Sir, less than 20 per cent. of this trade is carried by Indian ships.

The coastal and overseas trade of India is estimated as Rs. 550 crores in cargo, stores, etc., with three million passengers and 80 million tons of cargo every year. Would any one believe that the sphere of Indians in this vast traffic is about three per cent. Various Indian shipping companies which had the audacity and courage to try to get a footing in this vast traffic came to grief due to the ruthless hostility of the British vested interests who have monopolised the coastal and overseas trade of India.

Consider now the economic significance of this state of affairs. The absence of a ship-building and navigation industry means the loss of a highly remunerative form of business to the country. A reliable estimate puts the total earnings of foreign steamship companies at 50 crores, of which sum a very small portion is spent in India. This price which India pays for lacking a shipping industry is exclusive of the earnings of other industries allied to shipping like insurance, banking, etc.

It is pointed out by Government that this unsatisfactory position of Indian shipping is due to the shyness of Indian capital and the absence of interest or initiative on the part of Indians to create a mercantile marine for their country. I question this explanation; for the history of Indian shipping enterprise, during the present century, has been one of long struggle not only against severe and unfair foreign competition, which no Government elsewhere would have tolerated, but also against apathetic attitude of the Government. As the Chairman of the Scindia Steam Navigation Co., Ltd., is reported to have said last Thursday, the 16th March, 1939:

"The one supreme difficulty and the unending trouble of the Indian shipping industry was not the fight which it had to face against the powerful odds of the British shipping interests but it was the continuous inability, if not unwillingness, apathy, if not hostility of the Government of India to come to the help of shipping owned, controlled and managed by the nationals of the country and to give it effective support to work out its proper destiny."

This, Sir, is the opinion of a man speaking from the hard facts of personal experience. The case for the application of the principles of discriminating protection to Indian shipping with complete reservation of coastal trade for Indian ships is unassailable.

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

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

Mian Ghulam Kadir Muhammad Shahban: Sir, continuing my speech, I have to say that most of the maritime nations of the world have reserved their coastal trade for their national shipping companies. In no country has shipping been independent of State assistance. Was not British shipping in its infancy in the hotbeds of navigation Acts? Does not the Japanese shipping owe its present position to the efforts of the Japanese Government? Before 1894 the Japanese ships carried about eight per cent. of Japan's foreign trade. By 1904 her share rose to thirty-seven per cent. and in 1928 it exceeded 65 per cent. Under the present policy of *laissez-faire* of the Government of India, Shipping would never form part of India's industrial and economic structure and to that extent India's naval defences must remain weak and the country will experience absolute helplessness in times of war for imports of essential goods. Sir,

[Mian Ghulam Kadir Muhammad Shahban.]

what is sauce for the goose is sauce for the gander. Even Great Britain has been obliged to subsidise her shipping. The "Queen Mary" could not have been built without State support. The British sense of fairness must come forward for the development of Indian shipping. It is our due and our economic condition calls aloud for a remedy. Stop this unnecessary drain of wealth consequent upon the absence of an Indian shipping enterprise. It constitutes a substantial reduction from our national dividend and the nation's capacity to give employment. I, therefore, urge that the Government should encourage Indian shipping and pass some measure similar to that proposed by Mr. Haji and revived by Sir Abdul Halim Ghuznavi.

Mr. Suryya Kumar Som (Dacca Division: Non-Muhammadan Rural):

Sir, I want to divert the attention of the Assembly from the dry facts and figures which the subject of finance generally deals with, and I propose to begin with a quotation from the great Sanskrit poet, Kalidasa, from his well-known book, "Raghuvansa", where he has described the duty of the king and of the finance member towards the king's subjects,—where he describes how the taxes should be levied and how they should be spent, and I shall read that *sloka* now, and I think, every Finance Minister should have a translation of this *sloka* before him when he proceeds to frame his budget. The *sloka* runs thus:

"Prajanameva bhutyartham sha tavyo valimagrahit.

Sahasragunamutshrushtum adattveey hi rasam ravih:

Prajanam vinayadhanat rakshanat bharanadapi,

Sha pita pitarastasham kevalam janmahetarah."

"The duty of maintaining, defending, feeding, educating, giving moral instruction and forming moral character, all these things depend upon the King. The parents of a people are simply the cause of their birth. As soon as a man is born as a subject of a certain king, all the duties fall upon the king himself. It says that just as the sun evaporates water from the sea, the rivers and creeks in order to spread showers all over the country, in the same way tax is to be taken from the people not to benefit the king, not to benefit any other country but to spread it and distribute it and to spend it on nation-building activities to benefit the persons from whom the tax is realized."

Then, Sir, it says that the duty of giving them moral training and maintaining them is the duty of the king. Now, with these observations let us see what is the policy which has been followed by the British Government since its inception and, particularly, by the present Finance Member.

An Honourable Member: He is not the king.

Mr. Suryya Kumar Som: He is not the king, but he is more powerful and worse than the king: the king has got his responsibility for his subjects and affection for his subjects. A king is not as cruel as his *naihs* are. They have no responsibility at all. This gentleman is realizing so many taxes for five years. In a month or so hence he disappears when the effect of the taxes will tell upon us heavily, and then you won't get him.

Now, I will proceed to examine the policy of the British Government according to this Indian idea of "king and his subjects" but what do you find? I have no objection if the British people wanted to benefit themselves without actually ruining us. They have, however, destroyed all our industries, they have destroyed the cotton industry, they have destroy-

ed so many things. The famous Dacca muslin, they have destroyed—as my friend described just now, they have also destroyed the maritime industry of India and how? When the Indian silk and Indian cotton fabrics captured the English market, there was tariff after tariff against them and when the tariff also could not get over the fascination of the English people for Indian silk and Indian cotton, Parliament had to enact a statute by which the people were prohibited from wearing Indian silk. When a large number of Indian maritime ships plied from India to England and the English harbours were full of Indian ships, the British Government resorted to various policies, amongst others to prohibit the export or import of anything belonging to any Englishman,—export from England to India or taking it from India to England in Indian ships. This was prohibited by Statute.

This is how they showed sympathy towards Indians and this was how they discharged their duty towards them. What is the effect of all this? The effect of the destruction of all the industries of the country is that they have thrown out of employment a large number of people who find it hard to earn their livelihood. The question of unemployment has assumed this magnitude, simply because there are no Indian industries now, and this question of unemployment can never be solved by this Government unless and until the Indian industries flourish and lakhs and lakhs of people are engaged in them. Far from feeding and maintaining their subjects as that *shloka* enjoins they have intentionally created unemployment in the country. That is how they have obeyed this injunction. Then, there is the duty of educating the people. Let us remember the history of free primary education from the time of the last eighties, from the time of the late lamented Mr. Gokhale. Mr. Gokhale spent all his life crying for free primary education. He moved resolutions and did his best for educating the masses. At that time we did not know so much as we do now that primary education was so essential for the improvement of the nation. But now I find how shrewd were the Englishmen to withhold mass education from the people. Mr. Gokhale could not achieve his object and, subsequently, Surendra Nath Banerjea and Tilak also failed. All these patriots failed to persuade the British Government to introduce primary education in the country. That is how they have obeyed the second injunction.

The third injunction was to mould the character of the people. In this regard, the story of the British Government is rather curious. For this purpose they have introduced the cinemas in the country which are eating into the very vitals of the moral sense of our youths. These cinemas do nothing but excite the sex urge in them. They have introduced these cinemas even in the villages. That is how they are inculcating moral ideas in us. So, you will find, Sir, that on all these points the British Government is following a policy which is contrary to what has been described as the obligation of the king towards his people. Now, Sir, I mentioned one simile referred to in the *shloka*. That simile is that the sun evaporates water from the rivers in order to shower it over the country a hundred-fold, thus allowing the crops to grow and making the people happy, so the king should realise tax and spend the same for good of his people. In that respect, our Government have carried out the opposite policy. All these taxes, the salaries of the Europeans, the engagement of highly paid European officers in the Defence Department and even the exchange policy of the Government of India are meant to evaporate the wealth from India to shower it over England. That is what they have done. They have made England,

[Mr. Surya Kumar Som.]

a small country, immensely rich, nay, the richest country in the world, whereas the naturally-gifted country, India, has been made the poorest country in the whole world. So, they have obeyed all those injunctions in their breaches.

Now, Sir, whenever we put forward any measure for the good of the people, the inevitable plea is the paucity of funds. On account of the present finance policy of the British Government, no doubt there is a dearth of funds. Now, Sir, let us examine whether this dearth of funds is a thing which is intrinsic in Indian finance or it is a deliberate creation of the bureaucracy. This brings me to the scale of pay that is now being granted to the public servants. It is admitted on all hands that the salary of public officers should have some relation to the economic condition of the masses of the people and it is also admitted by all statesmen that there should not be such a gap between the scale of pay of public officers and those officers who serve in private firms. The result is that because of this high scale of salaries a black bureaucracy has been created which is a class by itself, cut off from the society and cut off from the aspirations of the people. This is an admitted principle, followed by all civilised countries. I will just show to the House how other countries are very careful not to fix the pay of the judicial and executive high officers very high. They always tried not to pay them above the average income of the people in general because if the public officers carry very high pay which is not comparable to the ordinary income of the middle classes, then it generally demoralises the nation. The people in their helplessness begin to look upon these Government officials as demi-gods. Thus, demoralisation sets in, which is the most objectionable feature of this high pay. This Imperialistic Government has purposely made the pay of the public officer so high that a private man cannot imagine to earn it. There is another danger to society. It serves as a clog to the progress of the nation inasmuch as it diverts the most intelligent and capable young men from productive but risky private enterprises to unproductive but secure Government services. In this way also the nation suffers. I say deliberately that this high salary is granted by the Imperialistic Government in India with a bad motive which we now find is acting against the progress of the nation. Honourable Members are aware that the scale of pay for the higher services in India is very high. Everybody here has studied the incidence and yet, I think, it will bear repetition if I quote some figures to show that it is not only high but it is iniquitous and invidious and it is unique with inequity and so high that no decent man can justify it. For that purpose I will cite two or three cases. In order to feel the gravity of this high pay, one has to bear in mind the *per capita* income of the people of this country and also the economic position of the country as a whole. If we keep these two things before our mind's eyes, when we consider the scale of pay as compared with England, America, Japan and France, then the iniquity will appear transparent. The *per capita* income of Indian people has been calculated differently by different statesmen, some say it is Rs. 40 and it has now gone up to Rs. 80. Lord Curzon, our best friend, put it down as Rs. 30. It must have been so at that time. I will take it from Rs. 40 to Rs. 80. In England the *per capita* income is Rs. 1,240, in Japan it is Rs. 145, in America it is Rs. 1,845. Now, Sir, this is the position of India with respect to these three countries. Now, let us see the scale of salaries prevalent in these countries for the civil service. We must remember that the administration of a

country, efficient or inefficient, is not an end in itself. The better administration of a country is a means to an end. The end is the improvement of the condition of the people of the country. The means are the efficient services of people who serve. Here we find this principle is forgotten by the bureaucracy and they have taken the means as the end. Their end is to give as much money as possible to Englishmen with the result they earn lakhs of rupees and quietly retire to England. In order to justify the high scales of salaries to Englishmen serving in India, they throw a few crumbs from their table to our black civilians also. Therefore, I find that the few Indians who have been admitted into the civil service through our agitation also get the same scales of high salary. I must say that Indianisation of services, with English scales of salaries, is a stupendous nonsense. It will do you more mischief than good. We have suffered from white bureaucracy and I appeal to the House not to tolerate a black bureaucracy. I do not call it brown, because Japan is brown or yellow, whatever you might call it. These are the officers by whom we hope to get the objective of the country, namely, improvement of the condition of the masses. Let me now take the scales of salaries paid in other countries. In Japan it ranges from Rs. 64 to Rs. 334, in France it ranges from Rs. 75 to Rs. 1,100. A civilian boy who is recruited to India at the age of 21 gets Rs. 600. In England, the Prime Minister of England used to get £5,000, but now he is getting £10,000. Here in India the Viceroy gets Rs. 21,335 besides many allowances, such as motor car allowance, sumptuary allowance and so on. The Ministers in Japan get Rs. 375 to Rs. 440 per month. In the Punjab the Governor gets Rs. 8,333. The Governor of Korea gets Rs. 441. In Britain a highest class civilian begins at Rs. 340 and ends with Rs. 1,700 per month. Then you come to Cabinet members. Our members get Rs. 6,666 odd; in Japan they get Rs. 375 to Rs. 440. In America the Ministers get Rs. 3,412, half of what our Members get. I am sure these gentlemen will not be able to earn even Rs. 300 in their own country. Then, the Governor of New York which is the richest and biggest city of the world gets Rs. 5,687.

An Honourable Member: Etceteras.

Mr. Suryya Kumar Som: There are no etceteras, those are for our Members and Viceroy and Governors here. Then, the President of the United States (for whose sympathy England is looking towards America for the last one month) gets Rs. 17,062 much less than the Viceroy of India, who with all his sumptuary allowances runs a subordinate branch of the British Government.

The Honourable Sir Nripendra Sircar (Law Member): I believe it is fixed on the population basis!

Mr. Suryya Kumar Som: I have shown that Cabinet Ministers can run the complicated Government of Japan on Rs. 300 or Rs. 400. Here, a Deputy Magistrate or a munsif cannot live on anything less than Rs. 500 or Rs. 600, and our friends, outside the Congress, are surprised that our Congress Ministers can live on Rs. 500 only. We used to live much happier and better lives when our forefathers used to earn Rs. 50 or Rs. 100 a month. At that time these Rolls-Royces and motor cars and petrol had not come to India. Now, 75 per cent. of a man's income is taken away by these foreign luxuries and, therefore, a man cannot live on Rs. 300.

[Mr. Suryya Kumar Som.]

But the standard of living in Japan is surely higher than in India and there a Cabinet Minister can live on Rs. 800.

Sir Oowasji Jehangir: Where do you get these figures about Japan?

Mr. Suryya Kumar Som: We have got the Japanese Year Book here and you can refer to that. I can, of course, understand the Baronet from Bombay shuddering to think that a Minister can live on Rs. 800 a month or Rs. 400. Many of his servants perhaps get Rs. 3,000. That is how they have been spoiled. They have lived such a luxurious life that it has done no good either to themselves or to the society or to their country. They have been totally spoiled by unnecessary and vicious luxuries.

Now Sir, I have shown how iniquitous is the scale of pay which is given to these people, and they will not decrease a pice from that. Whenever money is wanted for the good of the country they say there is no money. But I say that this administration can be managed at 50 per cent. less cost and you can have enough money to spend for nation-building purposes. Now, Sir, I have spoken about their kindness, their sympathy and their love for our industries, their sympathy has managed to sympathise them out of existence. There remained one or two cottage industries in the country and one of the biggest was the *khandsari* system of producing sugar by the poor people in the villages. That is an industry which in some shape is still struggling and living. At the last moment the Finance Member thought of making a *shikar* here. I have studied their literature and the memorandum sent by them to the Viceroy. And I make an appeal to Honourable Members to remember following facts. In the Bareilly district alone these *khandsari* producers maintain 50,000 labourers including the middle classes.

The Honourable Sir James Grigg: Every one of them employed in cottages?

Mr. Suryya Kumar Som: I do not say that; I am coming to that. The Honourable Member knows more than I do although he may not like to disclose it but I am not such a fool as to conceal facts or misstate them. Most of these *khandsari* producers live in the most interior villages where there is no transport facility to the railway station or to the mills. Some well-to-do cultivators set up a centrifugal; the other processes are completed by the cultivators themselves. They crush the cane, they get out the juice and they sell the juice to another man who has got a centrifugal. He has his own measurement and he cannot be cheated as he is cheated in the mills by the weighing bridge. He has a *lota* which is measured, sells the juice, takes his money and goes away. Then by the use of this centrifugal of 5 h. p. or 4 h. p. this *rab* is converted into *khandsari* sugar. Now in Bareilly town, in the town of course, there is a large number of centrifugals set up with the help of electric power. They purchase this *rab* and convert it into sugar in their towns—they use generally 4 to 5 horse power, but in some cases they use even 7 or 8 or 9 horse power. Under this system, the cultivator gets the price for his sugarcane—he gets the price of his crushing and the real price for the weight he delivers, and he gets that in cash. In this way about 50,000 men in one district alone are employed. Previously, there was another process called *khanchi* by which sugar was

prepared from *rab* or *gur*. Subsequently, they began to use this centrifugal process. The previous process required more labour than the centrifugal machine. But this being cheaper and better they have introduced this horse power now. I find they say in the memorandum that by this extra duty they will suffer very much. they cannot pay this eight annas and, therefore, they will revert to the former process and the Government will not get a pice. There may be greater trouble to them by the former process and greater loss of materials also but they cannot stand this duty and, therefore, they will have to revert to their previous methods. So they say: "Do not kill us." Your estimate is Rs. 5½ lakhs: according to your calculations about eleven lakhs maunds of *khandsari* sugar are being prepared in this country. Sir, are you going to kill a cottage industry like that for a mere 5½ lakhs? You can save that Rs. 5½ lakhs by a stroke of your pen. You can do it in many ways. Why do you not stop this gaudy thing,—the League of Nations membership on which you spend Rs. 6 lakhs annually? That will save the poor *khandsari*.

There is another difficulty for the *khandsari* producers. These people have to give advances to the cultivators who have nothing but their cane and they are not realised sometimes if the cane fails. All these difficulties do not arise in the case of the mills. Under these difficult circumstances this process has been kept up. Have some kindness for these people, if not for the agitators, at least for the cultivators. I make this last appeal to you and it is a very small one. I understand a deputation wanted to meet our Finance Member but he was very busy and he asked his Secretary to meet them and I hope he will consider their case and save the industry from ruin. But if he ruins them. I say a great calumny will attach to the Finance Member. For that reason I appeal to him not to ruin the industry.

I have only a few more words to say. I find now that the Leader of the Congress Party and the Party itself are crying against the provisions of the Income-tax Bill. I have seen some article by my friend, Mr. Santhanam, pointing out the implications of various sections of the Income-tax Act which will act very injuriously towards the country. But may I remind him as to what he was doing when the Bill was being discussed? Why did he enter into private arrangement and compromise without considering these dangerous things beforehand? Our Finance Member is an English expert and is a shrewd man. He knew that the concession which he was making practically means nothing. On the other hand he kept up his sleeve many other things, dangerous things. At that time we were crying aloud against the provision against Hindu undivided families. Now, I see, my friend, Mr. Santhanam, commenting on it, but when I moved an amendment at the time I was not supported. There are many more dangerous things than the concession you got. You agreed to a concession that accrual basis will be applied to those whose income is more than 50 per cent. earned in India, by comparison with other countries in the world where this company also works. It is madness to think that any big company will earn 5 per cent. in India by comparison with its earnings in America, Germany, Italy and other countries taken together. They were laughing behind their sleeves when you agreed to their proposal. Therefore, I must tell you, that intentionally or without knowing it you have sacrificed the interests of the country during those discussions and by your compromise

[Mr. Suryya Kumar Som.]

over the Income-tax Bill. I warn you not to come to any decision on any important matter without consulting all sections of the House. You may or may not agree; but hear them and hear their side of the question and then take a responsible decision. After supporting the Finance Member about income-tax obligations, why do you now cry? That shows that you are not intelligent enough to see through their game. With these observations I resume my seat.

Mr. K. Santhanam (Tanjore, *cum* Trichinopoly: Non-Muhammadan Rural): Sir, the Honourable Member who has just spoken has been as usual very kind to me and referred to me. He referred to some article of mine. I would only request him to try and read it again. I know that this debate has dragged its weary length and the House is impatient with long speeches. I do not propose to make one; but there are a few aspects of the budget which, I feel, have not been dealt with and I shall attempt to refer to them as briefly as I can. I should like the House to judge this budget by three tests.

The first test I would put is, does it assist a more equal distribution of wealth in this country? This aspect of every budget has become more and more important in recent times. In fact, taxation has become one of the alternative means of social revolution in every country. I have the civil estimates of the British Government for the year 1935. I find that in Class V, which refers to the old age pensions, health, etc., the expenditure was £.68 millions in 1926 and it rose to £.160 millions in 1935. In this way, every country is trying, through its budget, to transfer wealth from the richer to the poorer classes. This brings about three good results: first of all, it increases the purchasing power of the nation as a whole. This aids the richer classes also. One rupee in the hands of a rich man is not of the same value as one rupee in the hand of a poor man; and, therefore, by redistributing wealth so that the poorer people get a better deal, the national purchasing power itself is increased. Secondly, social discontent is decreased and, in some cases, at any rate, contentment with the existing society is increased and, therefore, it tends towards social stability.

Sir, what does this Budget do? That is the first question I would like the House to consider. I have made some rough calculations, and I find that out of the 80 crores of rupees to which this Budget relates, about 35 crores come from the masses. I have tried to allocate the customs expenditure as far as possible, and I find that taking the customs expenditure, salt, excise duties, etc., which may be reasonably attributed to the masses, 35 crores are contributed by the masses, about 40 crores are contributed by the middle and the richer classes of India, and five crores are contributed by the non-Indians in this country. Thus is the total of 80 crores constituted. Now, how is this 80 crores spent? Again, I give this rough calculation, and I challenge the Honourable the Finance Member to give me a more accurate one. Sir, the only part of the budget which is distributed to the masses is the pay given to the Indian sepoy and to the chaprassis. Allowing for all possible expenditure for the masses, I find that out of the 80 crores, only ten crores go to the masses, and the balance of the 70 crores is equally distributed between non-Indians and the Indian richer and middle classes. Taking

the balance sheet, the middle and the richer classes, in spite of Mr. F. E. James' assertion, neither gain nor lose much by this Budget. The masses, on the other hand, pay 25 crores a year through this budget to non-Indians who take it away by various means, either by way of pensions, interest or otherwise. Sir, to this must also be added the interest which we pay from the Railways. If you take the Provincial Governments also into consideration you will find that every provincial Budget transfers part of the money from the poor man to the richer and the middle classes of India, and so taking all things into consideration, the Budgets of both the Central and Provincial Governments mean an annual perpetual recurring transfer of wealth from the masses to the classes of this country and of Great Britain. Naturally, as a consequence, their purchasing power is diminishing year after year. We all know how wealth is disappearing from the villages and is flowing to towns. Sir, in my village, for the last ten years, not a single new hut has been built, while in the city of Bombay palaces are rising rapidly. Where do they get the money from? They get the money from the villages. The Budgets of the Central and Provincial Governments, in spite of the attempt made to rectify this drain from the village to the town, mean a continuous recurring drain from the villages to the big towns and from the big towns to foreign cities abroad. Sir, that is the first test, and judged by that test, I say, this Budget does not satisfy that test to any measure whatever. It means a recurring drain of wealth from the masses of this country which finds its way into the pockets of the foreigners.

Then, Sir, the second test is, does it tend to increase the national efficiency? Every Budget is not only a phenomenon for the present but it is also a portent for the future. To the extent it increases the national efficiency, it increases the future productive power of the people. Therefore, we find that in England instead of 100 million pounds revenue in the beginning of the century they have gone up to a thousand million pounds. National efficiency does not grow by arithmetical progression; it grows by geometrical progression, and we find that while England had a national revenue of one hundred million pounds in 1890, she is today having a thousand million pounds. It probably exceeds this figure. The other day the Defence Secretary said that "your budget consists only of 80 crores. How can you defend yourselves"? We are only too aware that the law of compound interest works both ways. It adds to the riches of the richer man, and it adds to the poverty of the poor man. In the case of India the law of compound interest is acting in an inverse direction, and that is why the country is growing poorer and poorer, because this Budget does not add to the national efficiency, because what it does is, in every post, in every place, in everything which requires skill and efficiency, nothing is left for the sons of the soil. They want an outsider for it. Do you want to administer your insurance law? Get an expert from abroad. Do you want to manufacture something new in Railway workshops, then bring in a new man. Do you want anything which requires skill, brains, ability, and inventive genius, don't utilise the sons of the soil, but bring somebody else from abroad. Sir, this does not mean merely a loss for the present, it means a crime against future generations. It means that not only I shall have no opportunities now, but my son shall not get the necessary skill and knowledge to run things. In fact, wherever skill is wanted, wherever brain is wanted, every Government encourages its own subjects, but what is the position in this country? We have to

[Mr. K. Santhanam.]

import experts from abroad. Sir, we can offer to make any amount of sacrifices, we can give you any amount of taxes if only you assure us that the path for the future generation will be made smooth. If you want, you can take a crore from us today for the manufacture of locomotives in this country. My friend, the Honourable Sir Thomas Stewart, referred this morning to the speech of Sir Muhammad Zafrullah in 1935 that it would cost more to manufacture the boilers in this country. Sir, I have re-read the speech, and I find he says that it will cost about Rs. 3,200 more to manufacture a boiler here than to get it from abroad. This sum is equivalent to the salary of an ordinary officer of the Government of India for a month. Sir, during the last five years the prices of boilers have been going up, and some have not been delivered to us yet during all this period, but they would not think of manufacturing these things in India. Why? It is not because that it would cost a boiler more by Rs. 3,200, but because they do not want to equip the railway workshops suitably so as to be able to manufacture boilers and engines in this country. In fact they want to protect their future generations at the expense of the future generations of this country.

Sir, take the whole of the defence expenditure. They say they are Indianising certain regiments, but, Sir, I would refer you to page 12 of the Defence estimates, and you find there that all the Indian officers are employed in the various infantry regiments which is not after all only skilled work. When we ask questions here as to how long it would take to produce a Lieutenant or a Captain, they say it would take many years to make a good officer in the army, while in the last war they were very glad to put people through twelve weeks training and make them Lieutenants and Captains. The British Government, during war time, took a large number of university students and made them Lieutenants in a few weeks. They say it takes ten or fifteen years to reach the top in the army, but, when an emergency arises, they are able to produce Captains and Majors after a few weeks' training. But, Sir, you cannot train people in a few weeks as engineers, scientists and chemists who can manufacture arms in factories. Take all these establishments, and you will find that there is not a single Indian in any department which requires skill and ability or long training. What does it mean? It means that not only they would not give training now, but they won't enable us to be fit for it even after 20 or 30 years. They are preventing the future generations of this country from getting the requisite training in these important defence services. That is the greatest defect in this Budget.

Not only is this defect clearly perceptible in the defence estimates, but this process is also taking place in the new civil departments. Take Aviation for instance. It is a new adventure for the whole world. Why should we not have a good start at least in this new adventure? Questions were asked on the floor of the House, and it was found that the Government were determined not to let Indians know the art of making aircraft; it was said that the necessary material was not available in this country, and very few Indians knew how to repair the aero engines. Sir, let me make this offer to my friend, the Defence Secretary. We are prepared to pay a new cess simply for starting a factory to manufacture our engines and boilers, a factory which would develop initiative, skill, brains and ability; we shall gladly pay even a crore of rupees to the Honourable the

Finance Member if he wants to raise it from us by imposing a tax or cess for this purpose, but they will not do it, because they don't want us to learn how to manufacture those things.

Take again Broadcasting, for which we are spending about 30 lakhs a year. The Department concerned is taking all possible steps to see that we do not manufacture cheap broadcasting sets in this country, that we do not manufacture broadcasting materials in this country. They do not want these arts to develop, they want to keep them as close preserves. They want to keep a monopoly in heavy machinery, electrical goods, etc., which require modern technique. They want to keep these as their own preserves and they want to see that this country does not develop the technique, the science, the efficiency, and the skill needed for these things. That is the secret. When I read today that Hitler presented his economic demands to Rumania, I wondered whether he took a lesson from the Government of India. When he presented his demands to Czechoslovakia, he seems to have taken the list of reserved departments of the Government of India and made it his own model. This is how British Imperialism works in this country, and I have shown how this budget is the proper exposition of this British imperialism.

The third test is, do we get full value for the money spent? Before any Government can ask for more money, it must be able to satisfy us that we are already getting full value for the money spent.

Nobody need be a strategist to see that the 50 crores which we spend on the army is a sheer waste. With 20 crores you can have an army which is more efficient, which is as numerous as the present which is inefficient for modern warfare, and in the expenditure of which travelling allowances, kit allowances, separation allowance and so on form a great portion. I challenge the Honourable the Defence Secretary to say that an Indian Army, a nationalised mechanised army, of present numbers with all the present arms cannot be had for 20 crores. If you spend ten crores on the Air Force, and another ten crores on the Navy, we can have all the forces which India will need for probably for another century to defend her against possible aggression. My Honourable friend, the Defence Secretary, said that a capital ship costs ten million pounds, a cruiser costs five million pounds and so on. We do not want capital ships, we do not want to defend our trade routes. Our trade is more important to others than to ourselves. If India's foreign trade is dislocated for ten years it will give her the greatest chance of her life. She will manufacture all her needs, not only for herself, but for anybody who may be in need. (Interruption.) I do not want to protect my trade routes. That may be important to you, and you may protect it or not. We want only a few submarines, some destroyers, some mine layers, and some shore batteries to defend our coasts. We want a few air squadrons to prevent the enemy from coming near us. We do not want to go and bomb Jerusalem, we do not want to go and fight with the Arabs in Palestine, we do not want to go and fight with the Italians in their new found empire. I say with 40 crores of rupees a force which can be more than sufficient for our purposes can be built up, with Indian talent, with Indian skill. We do not get the full value from the defence forces, nor do we get full value from the civil services.

On the question of salaries, so many have spoken that I need not enlarge upon it. But I would like to draw the attention of the House to one point which has never been touched upon,—the so-called non-effective charges. The pensions we are paying are wholly incommensurate with the

[Mr. K. Santhanam.]

service which we get in return. In the Provincial Government it forms five or six per cent. of the budget, in the Central it comes to ten per cent. and in the defence estimates it comes to 22 per cent. of the total expenditure. When millions of our people are starving, why on earth should we maintain, in luxury, not only those who are serving but those who have retired? By all means, let them not starve, give them maintenance charges, but why should you give them money to live a life of idle luxury? I think the non-effective charges can be reduced a great deal, and if the Finance Member earnestly sets about it, he will find more than the 50 lakhs which he needs in order to balance his budget according to his own calculation.

I shall deal with only one point more, and that is in connection with the new duty on raw cotton, before I finish. It is said that this duty will help the production of long staple cotton. I wish it would. If I were sure that it would, I would not only support it but earnestly request my Honourable friend to double it. But what is the prerequisite condition of encouragement of long staple cotton? It is to see that long staple cotton is being used in our mills. By making it impossible for them to use long staple cotton you are not going to encourage its growth. By all means take a subsidy from the industry and give it to long staple growers. Then, put a countervailing duty on the import of foreign yarn and foreign cloth of finer counts and hand over the proceeds for the development of long staple. But the present duty I am afraid is going to lessen, if not totally annihilate, the use of long staple in our mills so that foreigners will become monopolists of goods of finer counts. If you do not manufacture finer counts, we do not want long staple cotton, and when our mills do not use long staple, how can there be any benefit to the long staple cotton grower? My Honourable friends from Sind and the Punjab do not know what they are saying. It is the business of Sind to see that more and more long staple cotton is used and then it is its business to see that long staple cotton is produced more and more in Sind and in the Punjab. But to eliminate the use of it in our mills is not the way to help the grower of the long staple cotton in Sind or the Punjab. I give you one instance. Coimbatore is a purely yarn producing centre. We have 1,81,000 spindles which use this long staple cotton. They produce yarn in Coimbatore up to the 40s, and all that is spun from only local cotton. The 60s and 70s they spin from long staple bought from Egypt. If, say, even in five years Sind or the Punjab can produce long staple of the variety of Egyptian cotton let them ask the agricultural expert. They cannot. The effect will be that these 60s and 70s will be stopped, and against it Japan and Lancashire will export such yarn and fill up the handlooms with their own yarn. Is that the result my friends want? Do they want to kill our industry without even helping themselves. I say that it is not the proper way of doing it. I shall be asked, is there any alternative taxation to this taxation on raw cotton? I will give one. We have been crying hoarse that some duty on rice should be levied. I know technically they have to get the consent of the Burma Government for this year. I do not think even the Burma Government will refuse if the Government of India approach them for a small duty. The other day we sanctioned Rs. 1-8-0 per cwt. of wheat; I do not want so much on rice. Let them put a duty of twelve annas per cwt. of rice. One million tons come from Burma to this country. How much will it give? It will give 1½ crore by putting in only 12 annas per cwt. on

rice. That will not hit the agriculturist of Burma, it will increase the purchasing power of the agriculturist in India by 30 or 40 times the amount of duty. This duty will benefit the paddy agriculturists of the entire country and there will be no objection from Burma. Not that my Honourable friend does not know all this. He knows, he does not need our advice. But he is going back to England. He wants to say, I have seen Mahatma Gandhi, I have also helped Lancashire. I hope that this House will throw out this duty, and let him take the consequences.

I hope I have proved that this budget has not satisfied any of the three tests and that this Government does not deserve any further help and we should not give it. One last word about income-tax.

I feel that the Finance Member has broken his pledge in altering the rates of duty as given in the Income-tax Committee's Report relating to the joint Hindu families. When the Income-tax Bill was under discussion I put a positive question, are we to go on the basis of the schedule given in the Income-tax Committee's Report? He did not say anything definite in reply, but we took it for granted. We discussed the Income-tax Bill, we passed it, we helped him on the understanding that no more taxation than that given in the schedule to that report will be levied. If he had it in his mind to make any change, it was only fair that he should have told us so and not let us be under any delusion about it. Now he has penalised Hindu joint families. He will get nothing out of it. He will only compel Hindu joint families to separate but there is no reason whatsoever why he should use the Income-tax Act to disrupt the Hindu undivided families. I have no objection to the separation of Hindu joint families. I welcome the process but this subterranean method of doing it is not the proper method. I would urge upon him to adopt the recommendation of the inquiry committee so far as the Hindu joint families are concerned, so that we may say that we voted for the Income-tax Bill on the basis of those recommendations and that no additional taxation was contemplated. I hope that even Mr. Som will be inclined to forgive us, if that is done, for the support we gave to the Income-tax Bill. With these words, I ask the House to consider the Bill on its merits and see that no new taxation is imposed on this country.

Seth Haji Sir Abdoola Haroon (Sind; Muhammadan Rural): I want to make a few observations on the Finance Bill and especially the new taxes which have been brought in that Bill. I am of a different opinion from some of my friends. I may be wrong. Now, I come from a province which produces long staple cotton and I know something about cotton marketing. Sind is producing not only short staple, but also long staple.

Mr. Manu Subedar (Indian Merchants' Chamber and Bureau; Indian Commerce): The Sind cotton which was originally classed as long staple is now put under medium.

Seth Haji Sir Abdoola Haroon: There are 4F and 277 and many other varieties. My information is that lately, on account of the little demand from the Bombay mills, they are selling at lower price to Japanese exporters.

Sir Cowasji Jehangir: Because the staple is not what it is said to be. That has been proved by the Technological Laboratory in Bombay.

Seth Haji Sir Abdoola Haroon: I cannot say about that, but I know what happened in the market itself. You may have had other reports. I am not dealing in cotton. But I have talked to cotton merchants and they are complaining very much that the Sind long staple cotton is not purchased by the Bombay mill owners. I cannot blame these millowners because we have not got such an abundant supply of long staple cotton that they want. Therefore, they buy from Egypt, Sudan, Uganda and America. They send a telegram for 5,000 bales and they get all they want. That is because long staple cotton is not produced in sufficient quantity in Sind and Punjab. This duty will help Japan and Lancashire to send their yarn and finished goods here. A proposal was made on this side that a subsidy should be given. I have no objection to that but where will the money come from. Within the last so many years neither this side nor that side have come forward to help the cultivator. Therefore, they are unable to grow this long staple cotton. They have got the land, water and everything. Therefore, I am strongly supporting this cotton duty and I hope that Government will do something to help the growth of this long staple cotton.

Mr. Lalchand Navalrai: The tax they get must be given to Sind to help the growth of this long staple cotton. Otherwise it will be useless. It should not be used to cover the deficit.

Seth Haji Sir Abdoola Haroon: It is for the Government to agree to your proposal. I know one thing about the *khandsari* sugar excise duty. At that time Government promised to pay some amount, I don't remember the figure, but they did not fulfill that promise given by Sir George Schuster on the floor of this House. I have no objection if they give this subsidy but I want some direct or indirect help for the cotton growers of Sind. Then again, my friend, Mr. Som, complained about the duty on *khandsari* sugar. I think my friend did not know the figures that have been printed in many commercial papers and trade journals. This excise duty Bill was passed in 1934. At that time, if I am not mistaken, they put the excise duty at Rs. 1-5-0 per cwt., that is, in the beginning, Rs. 1-5-0 per hundredweight mill sugar and one rupee for *khandsari* sugar. Sir, at that time, say in 1934-35, the Government were able to collect Rs. 77,000, in 1935-36, Rs. 60,000, in 1936-37, Rs. 47,000, in 1937-38, Rs. 51,000 and in 1938-39, Rs. 30,000 on *khandsari* sugar whereas, —and thirty thousand maunds are only fifteen hundred tons of sugar— everybody knows very well that in the country *khandsari* sugar is produced to the extent of between 125,000 and 200,000 tons, while the duty is paid only on the fifteen hundred tons of sugar. Why did this happen? I know and I think my friend, Dr. Sir Ziauddin Ahmad, knows very well and many other Honourable Members from the United Provinces also, that there was a Bill which was passed by this House amending some Factories Act to the effect that if any factory employed more than twenty men, they would have to pay this excise duty on *khandsari* sugar, otherwise not. Now, there were many factories at that time in which the men working in those factories were 20, 50, 70 and like that and as soon as this Act was passed, they divided up their labour in the factory so as

to escape the excise duty, and on account of that, within the last five years, instead of increasing the income from the duty, it went down and down. Not only that, but it is unfair competition with the sugar mill industry. Sir, at present the mill industry is paying Rs. 2 per hundred-weight excise duty and, on the top of that, lately the Provincial Governments of Bihar and the United Provinces have passed laws that the sugar mill industry should pay two pies more per maund of cane, whatever they are paying to the cultivators, and that means a cess for the Provincial Government. Two pies per maund of cane will cost about eight annas a hundredweight,—a further excise duty, you may call it, or you may call it a cess. It means the mills having to pay Rs. 2-8-0 per hundred-weight instead of the eight annas on *khandsari* sugar. Not only that but the mills today are controlled by the Provincial Government and the Provincial Government are fixing the cane prices and the sugar mills are bound by such and such prices for the cane, but the *khandsari* sugar people are not bound to pay whatever the Provincial Governments have fixed as the price. On account of that, if I am not wrong, they are getting cane at two to three annas a maund cheaper than the mills are getting. On account of this I do not think that there is any harassment to the *khandsari* industry because the mills are paying Rs. 2-8-0. On the top of that, they are paying the higher cane prices fixed by the Government, but the *khandsari* people are in every way free. (Interruption.) If anyone will meet the people there and ask them what they are paying for their cane, he will find that they are paying a lower price because the cane-growers are unable to send their cane to the mills on account of their being far away from the mills, and, therefore, they are compelled to sell cane to *khandsaris* at the lower price.

The Honourable Sir James Grigg: May I ask a question for my own information? Do not these *khandsari* factories produce sugar from *rab*, and not from cane at all?

Seth Haji Sir Abdoola Haroon: Yes, this thing is correct, that they are producing sugar from *rab*, I know that, but that *rab* is brought by different cultivators and is not only *rab* manufactured by the cultivator direct. There are several merchants, middlemen, who are purchasing cane and manufacturing *rab* also.

My other point is about the salt industry. You will remember that since last year that protection has been taken off by this House and what is the result of that?

Mr. Lalchand Navalrai: Not by this House but by the Finance Member.

Seth Haji Sir Abdoola Haroon: Yes, he did not bring up that salt protection Bill. What is the result of that? Within the last ten months foreign salt has been imported into India to an amount of 157,000 tons, out of which 78,000 tons were from Egypt, 84,000 tons from other countries and 24,000 from Germany, and Aden salt has been imported less. Instead of 257,000 tons, only 141,000 tons were imported of such salt within the last ten months. Not only that but there are some few works in Karachi and I am noticing that they are reducing their staff, they are unable to dispose of their salt and they are on account of that being made unable

[Seth Haji Sir Abdoola Haroon.]

to make both ends meet. Today one month back, I remember, that the price of salt in Calcutta ranged between Rs. 30 to Rs. 33 per cwt. of salt, and what will be the cost of sending salt from Karachi *bunder* including insurance, commission, brokerage? It will cost no less than Rs. 28 or Rs. 29 in Calcutta. That means they are selling for nothing in the Calcutta market and, therefore, they have stopped their works. Sir, they have already sent representations to the Finance Member and I am going to read out a telegram sent by the Karachi Port Trust to the Government of India dated the 27th February, 1939:

"Requests transmission following Board's Resolution to Honourable Finance Member. Karachi Port Trust which has spent a considerable amount on providing facilities for local salt trade very strongly supports representation dated 20th February, 1939, by Karachi Salt Association for introduction of protection and exclusion of Aden from the scheme of protection."

We have heard nothing about this salt protection. I hope the Government of India will give their sympathetic consideration to
 4 P.M. this matter and will bring into force the Salt Protection Act for some time more. During the last four or five years we had this protection because we were unable to improve our industry on account of the foreign competition. The foreign salt companies of Egypt and Italy have very vast resources at their back and they want to destroy the Indian salt industry. India can supply all the requirements of the Calcutta market without even importing from Aden. If the Honourable the Finance Member wants to ruin this industry of India, then a day may come, as it happened during the war time, when Bengal will be unable to buy salt even at Rs. 200 per 100 maunds. I, therefore, request him to see his way to bring in this protection Bill.

My Honourable friend, Mr. Shahban, has spoken about the indebtedness of Sind and the Sukkar Barrage expenses. I would like to endorse his views and would like to add one more remark. The Sukkur Barrage or the Lloyd Barrage was not built under the orders of the Sind Government. At that time, we were with the Bombay Government. At that time, Bombay had started many schemes including the Lloyd Barrage or the Sukkur Barrage. That scheme had been sanctioned by the Government of India and accepted by the Secretary of State. That scheme was started and supported by the Government of Bombay and they financed that scheme. At that time it was estimated that 18 to 20 crores will be spent on that scheme, which the Bombay Government could recover by selling land and with the revenue that they would be able to get from the barrage they would be able to pay back the money they had borrowed and also the interest charges. But, within the last few years, the tables were turned and that scheme failed financially. Now, it means that the Government are unable to sell the land at the price which they had thought they would be able to realise. Also they were unable to get the same amount of revenue which they had estimated before. The result is that the whole burden has been thrown on the Sind Government and the people of Sind.

Mr. M. S. Aney (Berar: Non-Muhammadan): Was not the Honourable Member one of those who advocated, whenever it was stated that the Sind Province will be a deficit province, that the barrage scheme and

the revenues coming therefrom will be a possible source of income to the province?

Seth Haji Sir Abdoola Haroon: My Honourable friend is bringing in quite a new question.

Mr. M. S. Aney: I am only reminding you as to what was said at that time in justification of the separation.

Seth Haji Sir Abdoola Haroon: The Sind barrage was started in 1926 and at that time nobody knew what will be the result of the scheme. But I trust my friend agrees with me that the yield from the barrage has considerably fallen down.

Dr. Sir Ziauddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): The whole capital should be written off.

Seth Haji Sir Abdoola Haroon: My Honourable friend, Dr. Sir Ziauddin, suggests that the whole capital should be written off, but I do not know if it will be accepted by the Government of India.

The Honourable Sir James Grigg: That would mean another crore and a quarter a year of extra taxation at the Centre.

Seth Haji Sir Abdoola Haroon: At present we are being given a subvention of 110 lakhs and they are charging us 120 lakhs in the shape of interest. It should be considered by some Committee or by the Government itself whether Sind alone is responsible for the whole of the loss of that scheme or whether it should be divided between the Government of Bombay, the Sind Government and the Government of India.

Sir Cowasji Jehangir: May I ask the Honourable Member, what were the views of the representatives of Sind in the Bombay Council when this barrage scheme was accepted by the Government of India?

Seth Haji Sir Abdoola Haroon: I know that at that time the Honourable Sir Cowasji Jehangir was a Member of the Government of Bombay and he knows very well that the Sind Members who had pressed for the scheme were in the background, but people who wanted to get through the scheme were His Excellency the Governor himself, Sir Cowasji Jehangir and many other Bombay Members because they wanted to make money from that scheme. But, unfortunately, that scheme failed.

Sir Cowasji Jehangir: Will the Honourable Member also tell the House how many hundreds and thousands of acres the Sind Zamindars got free of cost?

Seth Haji Sir Abdoola Haroon: There my Honourable friend is mistaken. Not a single acre of the barrage area has been given free. But before the barrage, the whole area was barren and the Government was giving it free.

Lastly, Sir, I want to come to the sugar duty which my Honourable friend, the Finance Member, has calculated as an income. My friend has calculated four crores of rupees as an excise duty and 20 lakhs on foreign sugar which was imported this year. But, in my opinion, the income will be not less than 675 lakhs to 700 lakhs for which I can give an account as to what has happened till now and what is expected to happen later on.

[Seth Haji Sir Abdoola Haroon.]

This year, that is 1938-39 the Honourable the Finance Member has fixed 359 lakhs income from excise duty, whereas, up till now, 348 lakhs have already been recovered, that is within 11 months. In March, 1939, according to my information, not less 60 lakhs will be recovered by way of excise duty. Now, it has become four crores eight lakhs instead of his estimate of 359 lakhs. Thus, he will get nearly 50 lakhs more this year than he had estimated. For 1939-40, according to the trade estimates, there is now left in the factories which have not yet paid excise duty about 500 thousand tons which will bring about two crores excise duty from sugar. From November, 1939 to March, next year, he will recover about one crore from the new crop which will be exported from November to the end of March and it is estimated that 2½ lakhs of tons of sugar will be despatched from factories. This means that two crores excise duty till November, 1939, and till March, 1940, another crore. Thus, he will get three crores and not four crores as he estimated.

Sir Cowasji Jehangir: He has already provided for 390 lakhs.

Seth Haji Sir Abdoola Haroon: But he will get only three crores because sugar crop is short and, therefore, there will be less excise duty. That is the Finance Member will get one crore short in excise duty but he will get four crores from Java import duty. The Finance Member also referred in his speech to the shortage of Indian crop and so he was not sure how much Java sugar will be imported into India. The latest information is that Indian merchants have contracted already for more than 200 thousand tons of Java sugar and from British refineries and from European beet-root sugar factories. For February and March consignments, merchants have already engaged steamers and they expect from 80 thousand to 90 thousand tons within three months.

The Honourable Sir James Grigg: Does the Honourable Member mean 90 thousand for the remaining part of this year, 1938-39?

Seth Haji Sir Abdoola Haroon: The February consignment has already reached Bombay and Karachi, but the duties are so high that people will not pay, immediately, cash to the Government. They will bring the goods to the warehouse and they will slowly clear them and, as they are selling, they will pay the duty. The Government will get the bulk of the duty only in April and onwards.

Thus, I can say, that the Government will get from sugar excise duty at least 2½ crores if not three crores. Sugar is the special subject of the Honourable the Finance Member and he is having his own way of taxation with regard to sugar and Indian business has to pay all sorts of taxes, not only of the Government of India but also of the Provincial Governments. With these words, I conclude.

Mr. Sri Prakasa (Allahabad and Jhansi Divisions : Non-Muhammadan Rural): Sir, I must confess to a feeling of embarrassment as I rise to say a few words in the course of the general discussion on the Finance Bill. That feeling is due to the obvious fact that the Honourable the Finance Member, who is the architect of this Bill and the author of its

provisions, is leaving our shores within the next few days and it is ungracious to attack a person at this juncture. The ancient poet has said:

*"Yathā kāshtam-cha kāshtam-cha,
Sametyām maho-dadhan;
Sametya-cha, vipeyātām,
Tadvad bhūt samagamah."*

"Just as pieces of wood floating on the ocean waves accidentally meet and then part to meet no more, so is the meeting and parting of men in this world."

But the one difference between the parting of pieces of wood and of human beings is that human beings always try to part as friends. I think it is a pity that the Honourable the Finance Member, however attractive his triple personality as a conservative, a socialist and a prodigal may be, as happily described by our Leader, wants to leave this House in a spirit of hostility and almost in high dudgeon.

Sir, the occasion for the discussion of a Finance Bill is such that Honourable Members are allowed to traverse a very wide field; but I propose, as far as possible, to confine myself to the provisions of the Bill as such. It is a curious way in which Governments budget for their expenditure and revenue. An ordinary householder first makes sure of what his income is going to be and then he budgets for his expenditure. If a person in his domestic accounts first budgeted for his expenditure and found that his expenditure would be Rs. 1,000 and then looked at his income and found that it was only Rs. 500, and then started inventing methods for making up the other Rs. 500, he would be regarded as dishonest as he was bound to seek illegitimate ways of making the two ends meet. But the ways and the morals of Governments are evidently different from those of private individuals. And, therefore, after having budgeted for expenditure under over a hundred heads, voted and non-voted, Government come forward with a Bill in order to get the consent of the House for ways and means to meet that expenditure. If Government followed the wholesome law that prevails in ordinary households

The Honourable Sir James Grigg: Of borrowing the rest.

Mr. Sri Prakasa: they would first of all try to economise their expenditure after making sure of what the income can possibly be. Then they would find what an enormous extravagance there is in the expenditure of the Government of India. In the method as followed there is no incentive for economy at all. The non-voted items do not come before this House, but as one of those items has been in the forefront in the public press of late I might just as well mention it. It is about the Political Agents in Indian States. I do not know what purpose they now fulfil. At one time they might have been useful but now they are positively harmful and old military officers rule the roost in the States doing no good to any one. The Government of India should, normally, make provisions for fighting the three public enemies, not the public enemies mentioned by the late Home Member, but the real public enemies of India, namely, poverty, ignorance and disease. But you look in vain into the budget for adequate provisions to meet these enemies. The chief object of Government seems to be that it should protect itself, that it should get as much revenue as possible and distribute that revenue among its own people.

Mr. M. S. Aney: Among public friends.

Mr. Sri Prakasa: So far as I know, the whole object of a Government is to see that the men, women and children in field and factory live and prosper and are exceedingly happy, and it is for that purpose that these costly domes are provided under which we legislate, palaces are provided for the executive to live in comfort, large buildings are raised for the judiciary to interpret the laws. But this main purpose of Government is never fulfilled, so far as our country goes. Here it seems to be clear that it is the people who live for revenue and not that revenue is collected for the people. That was made clear by the Finance Member himself when there was a debate on the necessity of encouraging the making of matches as a cottage industry. Then the Finance Member said that the strain will be too heavy on the revenue even though he had much sympathy with cottage industries. What is the use of the revenue if that revenue is not going to be utilised for the well-being of the people as a whole? It seems as if the principle followed by Government is as described by the poet; "The individual withers but the world is more and more". The objective is that the State should prosper and it does not matter if the individuals suffer and die or remain in bondage.

Coming to the provisions of the Bill itself, I begin with salt which is rather an old sore. If I am not mistaken, the average consumption of salt per head in England where they use fewer condiments than we do, is 40 pounds in the year, while the average consumption in India is only about 11 pounds. And medical advice is that at least 20 pounds of salt per year are necessary to keep the human frame in good working order. As a little boy I used to see big blocks of salt placed by the wayside in my town, and sometimes even in the villages, for the cattle to lick. Now I do not see them, not because men have become less charitable but because salt has become dear. I do not think there is any salt tax in England and I will give a little incident of my own life to show how cheap salt there is. I, like all normal Indian boys of my province, used to be and still am very fond of eating raw peas with a little salt. When I went to England, it being the month of May, I found a good lot of beautiful peas in the market near the house in Hampstead where I was staying. Learning that it was bad manners there to eat raw peas, because everybody boiled the peas before eating them, I purchased some peas and brought them to my bedroom. And then I issued out and wanted to buy some salt because I was afraid of ridicule in going down to the kitchen and asking for a little salt from the cook. When the grocer asked me what amount I wanted, not knowing what the price would be, I asked for a penny's worth, and I got four huge cubes of salt in return for a penny. I did not know where to throw all that salt away, for I had really thought I would get only a little salt for my penny. But here for a penny, roughly an anna, you would only get about half a seer of salt which you can easily secret in your pocket. Salt is a ticklish subject; my Honourable friend knows that one of the causes of the French Revolution was the salt gabelle. He also knows that in our own country we made a big rumpus some years ago over salt. Whether we were successful then or not, Government should know that if they do not revise their policy about salt, trouble may come again any day. If I am not mistaken, large quantities of salt are brought from England to India as ballast on ships that have deposited the raw products that they had taken from our country and are returning empty for more. And

that is the reason why English salt is beginning to sell cheap here. The Finance Member once had a fling at my friend, Professor Ranga, saying that though he pretended to be a friend of the poor he did not like cheap English salt being sold which really helped the poor people. But what we want is that the duty on Indian salt itself should be so reduced that our own salt can become cheaper and be consumed in larger quantities in India.

Then, there is the question of sugar. People who get sufficient quantities of sugar every day of their lives may not realise how important that commodity is for our daily food. In the United Provinces the menu in the jails has, or at least had, no sugar whatever, and from year's end to year's end a prisoner had to go without any sugar; and unless he smuggled—and I must confess straightaway that all prisoners smuggle—he could get no sugar at all. It is in such circumstances that one realises what an important commodity sugar is. The policy of the Government as regards sugar has been disastrous. We find large tracts of land are under sugarcane cultivation, but the tragic fact is that the villagers themselves are getting less and less of sugar. Railway lines run right into the fields, and as soon as the crops are harvested, the sugarcane is put in railway trucks and carried away to the factories. The villager had just a slight hope of having this *khandsari* sugar which also he may be deprived of under the terms of this Bill. Apparently the duty on *khandsari* sugar is being lessened, but because of the further proviso whereby this duty will now be leviable on sugar produced in factories where it was not leviable before, I fear that this provision of the law is also going to hurt the people badly.

Then, there is the provision about raw cotton. I do not understand the problem at all, but I do understand that some persons have been interviewing the Honourable the Finance Member on this subject. I would only just remind my Honourable friend, in this connection, of his own free trade principles, for it does seem to me at least, unsophisticated as I am, that this present duty goes counter to his life-long and oft-repeated principles.

I now come to the post office. The way in which postcards have been treated is a positive scandal. Honourable Members opposite can afford to laugh at postcards. But postcards are an important item in the domestic economy of the poor man. The scandal is that there is no equity about the amount of postage on different articles. A small postcard on which you can write only about 20 lines or so at the most, is carried for three pice, while for one extra pice, that is for an anna, you can write three sheets of an ordinary note paper. There should be some equity and some justice when we fix rates of postage. I think that it is time that Government listened to the repeated demand of this House that the rate on postcards should be reduced. We cannot expect the good old days of a pice postcard to come back perhaps; but we must expect that Government will have the decency to decrease the rate on postcards to half an anna; and if they do not do so, to increase the postage on letters. As Members of Government and other high-placed individuals do not usually use postcards, they do not realise the injustice they are doing to those who do. In order to meet the demands of a very small proportion of the population of the country even the postage on airmails to foreign lands has been considerably reduced. While it used to be about 8 annas sometime back, it is only 2½ annas an ounce now. For 2½ annas you can send an ounce, that is, a tola and a quarter nearly, of matter by air to long distances. When such

[Mr. Sri Prakasa.]

facilities are given to a small portion of the population, I do not see why those who use postcards—and their number is legion—should be penalised in this manner.

That is not the only part of our tale of woe. There is the registered newspaper. A newspaper of the weight of 10 tolas can be sent for a pice. That is all right; but the rule is that only one issue of a newspaper can be so sent. The newspapers in our own Indian languages are very light—they are from about 2 to 2½ tolas, and even they have to pay a pice. Year after year I have been pressing upon the Government the desirability of allowing more than one newspaper to be carried in the same packet at this rate, so that the papers in Indian languages can penetrate the villages. I have tried to explain to this House and I need not repeat my arguments that that would help the post office itself. A certain amount of traffic will be deflected from the railway to the post office and small packets could be sent to the postmasters in distant villages at reduced rates and papers could be distributed thence, bringing more revenue to the department, in the bargain. People can always get their newspapers cheaper from agents than by ordinary post, and so the newspaper agent is always in great demand. But unless the system is economically worked in co-operation between the newspaper and the post office no benefit accrues to anyone. I have some amendments on the order paper in this behalf and I shall call the attention of my Honourable friends opposite to the justice of what I say when I move them. Coming to the income-tax, I may say that when the Income-tax (Amendment) Bill was being discussed in this House we were informed that about 60 per cent. of the assesses will have to pay less than they do now. At that time I did not realise that 60 per cent. of persons assessed to income-tax had incomes less than Rs. 8,000 a year, for I find, after such calculations as I have been able to make, that there is relief only to persons who have been enjoying incomes up to Rs. 8,000 a year, and that relief is also only due to the fact that at the present moment there is a surcharge. If the surcharge were taken away, then the proposed slab rates would give practically no relief to any one.

Sir, I have no desire to deal with the various aspects of the income-tax administration, though I should have liked to do so, but there is one thing that has greatly hurt me, and to which I must call the attention of my Honourable friend. The other day I tabled a question about the demand made at certain places for the return of the wealth of assesses accompanied by a solemn declaration of its accuracy. My Honourable friend, the Finance Member, was almost angry while he was replying to the supplementaries thereto. First of all, he said that it would require too elaborate an investigation to give a full answer to my question. But when I asked him whether he could call for the information only from one particular town, he said: 'No, I won't'. Sir, I do not think any elaborate inquiries are necessary to get the information of the situation in a single town; and when I asked whether similar notices were given to Government officers, he said that there was no discrimination in their favour, and when again I asked whether he would be pleased to inquire from this particular office to which I am referring if notices have been sent to any Government officer he again said: 'No, I won't'. My esteemed and Honourable friend, Mr. Satyamurti, asked whether there was any discrimination in favour of Government servants, and the Honourable the Finance Member made an astounding statement. He said, 'obviously as Government officers have

their income-tax deducted at source, that is one kind of discrimination to the disadvantage of Government servants.' How the disadvantage comes in, I do not know . . .

The Honourable Sir James Grigg: They pay the tax earlier.

Mr. Sri Prakasa: And that is an advantage to them, because they know what their net monthly income is going to be; while when at the end of the year there is a sudden demand on us for a big sum of money, which may be more than a whole month's income, to be paid within 24 hours, it results in great hardship which my friends opposite can never understand or appreciate. I make this statement again, and if my Honourable friend wants to lose his temper again, he may do so,—but I repeat that there is always discrimination in favour of Government officers from start to finish in this Government. My friends opposite should realise that Government servants in India form a nefarious brotherhood. They help each other and think the rest of the country to be a legitimate prey that exists only for their behoof.

Then, Sir, referring to the same question, I asked whether it was necessary for an assessee to include in their total wealth the jewellery of their ladies for even that is demanded. The pity of it is that, however long an English official may stay in India, he never knows our social conditions at all. My Honourable friend, the Finance Member, has had the disadvantage of staying with us for only 5 years, and that too he spent mostly at headquarters. But even those who have been here for 30 to 40 years know very little of actual Indian conditions. They live their own lives and their contact with us also is on their own ground. If any one is to blame for that, I think the blame must lie on ourselves. When our people entertain Englishmen, they do not entertain them in their own way. They do not give them their own food, but they are anxious to see that English guests are fed with the food that they like and in the manner they like; and to do them honour our friends also put on the costumes that English people put on when they are dining. In these circumstances, English people can never know the actual conditions of our country, and therefore they are not much to blame for their attitude. I have been, Sir, a consistent foe of Indianisation till Swaraj is won. That is because I know that the process is not of the Indianisation of the Englishman, but the Anglicisation of the Indian. The Indian in high office, though he cannot change the colour of his face, in every other way tries to pretend to be more of an Englishman than an Englishman himself. When he sits in his office, he sees through English spectacles; he forgets the conditions in his own home and pretends to interpret everything in accordance with English life and thought. Sir I should like to tell my friend that unless one turns oneself into a wife eater, one cannot get hold of the jewellery of one's wife. I do not know if English wives have any secrets from their husbands or not; but I can say this that Indian wives have any number of secrets from their husbands particularly in the matter of jewellery; and if the Income-tax officer wants to know the full details of the jewellery of the assessee, I think he will never get them any more than he can get a list of the jewellery of his own wife. And I warn the department that if a demand to return my total wealth is served on me, I am not going to give it. The jewellery of my wife that was sealed when she died and which I keep in sacred trust for the ladies that will follow when my sons marry, will not be unsealed however insistent the demand of the Income-tax officer may

[Mr. Sri Prakash.]

be, and whatever the consequences I may have to undergo. Such jewellery is a sacred trust handed down from generation to generation and comes to the rescue of a family in misfortune. I am going to advise my friends not to surrender to this demand of the Income-tax officer in my home town of Benares. He has been sending out these demands to various persons, a copy of which I have supplied to my friend opposite, which the local Income-tax officer could not have drafted himself, but which must have been drafted at headquarters in which he demands the total wealth of the assessee—landed property, jewellery, etc., under a solemn affirmation. I hope the assessees will have the guts to refuse to oblige the Income-tax officer. I claim it is an illegal demand, and though the Honourable Member opposite refuses to examine the matter and persists in saying that such a demand is covered by the law, I adhere, after further study, to my belief that such a demand cannot be lawfully made. Honourable Members opposite may perhaps derive all their knowledge of Indian homes from Miss Mayo's book but Miss Mayo is no judge if she gives the impression to anyone that India consists of only those who tyrannize over their women folk. Some enthusiastic social reformers also put forward their views in such exaggerated language that they also give the same impression, but I may tell Honourable Members opposite that there are more hen-pecked husbands in India than cock-pecked wives. Any scrutiny in jewellery would be regarded as an act of sacrilege and vandalism and will not be tolerated.

Sir, the privileges that are enjoyed by Government servants in India are so great that there is nothing else that attracts us except Government service, and all this scramble about proportions, etc., in service is entirely due to the simple fact that when one becomes a Government servant, one lives in safety and splendour. If Government service were to be on the same level as any other profession, then there would not be such a scramble and such a demand for it. Nowhere else in the world is a Government servant *qua* Government servant in such a favoured position as in our country. If the Income-tax Department wants to make itself popular and wants to make itself effective, efficient and helpful, it must do something so that the general impression that is abroad, *viz.*, that there is a constant discrimination in favour of the Government servant, is eliminated. As soon as that feeling disappears from the minds of the general populace, there would be very few complaints against the department. If, however, as the Honourable the Finance Member said on that occasion, a demand for the total wealth is necessary in order to assess the income-tax and to unearth possible concealment, then it should be necessary in all cases. Why should it be necessary in the case of only those against whom the Income-tax officer wants to discriminate? My Honourable friend may be satisfied that discretion is properly exercised. I am not so satisfied and it is more important that I should be satisfied than that he should be satisfied; it is the assessee who should be satisfied, not the tax-gatherer. The tax-gatherer is always satisfied with his own exactions; but the persons taxed should be satisfied that they are not being harassed, bullied and tyrannised over, and that only right and proper amounts of tax are taken from them. Before I leave this topic I must also say that I have the unhappy feeling that the Hindu undivided families have not got a square deal and that the recommendations of even the Enquiry Committee have not been followed in this behalf.

My Honourable friend is very solicitous of the Provincial Governments. He says over and over again that all this extra money that he will collect will go to the Provincial Governments. I am not at all interested in the Provincial Governments and I do not see why my Honourable friend opposite should be so interested in them. If a Provincial Government wants more money, let them take the responsibility of taxing the people themselves. The men whom the Centre taxes are the men who live in the provinces; they are not persons who live in the air. I live in a province as well as in the country under both a Provincial and the Central Governments. Taxation falls on me whether the Government of India takes the tax from me or the Provincial Government takes it from me. The name does not matter: money has to be paid in any case. If the Provincial Governments are in need of money, let them levy the tax and realize it as best they may. Why should they come to the Central Government and get the tax by the back-door? I do not understand that at all; and if my Honourable friend is only solicitous of the welfare of the Provincial Governments, he had better give up that solicitude and ask Provincial Governments to look after themselves and get what they want in their own way.

Sir, I cannot close better than by quoting the words of my Honourable friend himself. He said towards the end of his Budget speech:

"For India as for the rest of the world there is no hope save in a release of the stresses which operate between race and race and between community and community . . ."

The Honourable Sir James Grigg: "And between tax-payer and tax gatherer".

Mr. Sri Prakasa: Quite so. In India, the main two communities are the Government servants and the general public. If these stresses are removed between these two communities, we shall be a happy people indeed. My Honourable friend went on to re-state the obvious truth that "without political reconciliation, the Central and the Provincial Governments alike in India must fail in the great task allotted to them of raising the standards of life of the people." That is quite true; but I fail to realize how this particular Bill is trying to raise the standards of life of our people. It taxes salt, it taxes sugar, it fixes a high rate of postage for the post card; it taxes every amenity which goes to the raising of the standards of life of the general masses of the people only to maintain a top-heavy administration; and therefore, Sir, I feel that my Honourable friend convicts himself out of his own mouth; that he is really doing nothing—despite the best of intentions—for the welfare of the general masses of the people. We may be today a nation in a most humiliating position, torn by internal dissensions and crushed by external aggression. Any passing Finance Member or any wanderer in the land may indulge in flings at us in our misfortune; but we dream a dream which we all fondly believe comes through the gate of horn, that our country shall still rise like the Phoenix from her own ashes; and as she lived and was great when others were unknown so shall she live and be great when others after a hectic existence disappear in mutual slaughter harvesting the crop of the dragon's teeth that they themselves have sown. As our great poet Iqbal sang:

Yunān-o-Mīrā-o-Romā sab mit gaye jāhān se,

Bāki mājar hās ab bhī Hindostān hamārā;

[Mr. Sri Prakasa.]

So we may also sing:

*"Britan-o-Frans-o-German mis jāyange jahān ee,
Bāki maḡar rahe ga tab bhī Hindostan hamdrā."*

Haji Chaudhury Muhammad Ismail Khan (Burdwan and Presidency Divisions: Muhammadan Rural): Sir, if I intervene in the debate on the motion that the Indian Finance Bill be taken into consideration, it is only to draw the attention of the House to some of the important matters which demand its serious consideration and the early attention of the Government of India.

Sir, India is one of the poorest countries in the world and the people of this country cannot bear the heavy burden of direct and indirect taxation that now falls on them. The Honourable the Finance Member, I know, has the interest of the masses at heart, but I feel that he could have done a little more than what he has done during the past five years to lighten this burden. I think, the time has come to reduce the duty on salt—a commodity which is used daily by the poor and the rich—and to give every encouragement to the salt industry in India by imposing a protective duty on foreign salt.

The next point to which I wish to draw the attention of the House is the question of reduction in postal rates. Sir, the masses of this country are very much interested in the question of reducing the price of postcards and of letters, so much so that the demand for two pice postcards has repeatedly been made in the past by almost every elected Member of this Honourable House. But I am sorry to say that the Honourable the Finance Member paid no heed to that united demand and has proposed to retain the old rates of letters and postcards. "Give us back our one pice postcard" is the long standing demand of the masses, and I must, therefore, once more appeal to the Government of India to accept this very deserving demand of the poor. Therefore, I hope that the Honourable the Finance Member will see his way to accept some of the amendments which are proposed to be moved with a view to reducing the price of postcards.

Sir, another matter on which I wish to speak a few words is the proposal for increasing duty on raw cotton. It cannot be said with certainty at present, as to whether and, if so, to what extent, the increase in this duty will affect the price of cotton goods of superior quality which is manufactured in this country. But there is no doubt that the proposal has given little satisfaction to a large section of the people of this country. We are told that the increased duty will go a long way to encourage the growth of superior cotton in India. But it is a small consolation as we are not sure as to how many years will it take to bring about that result which the Honourable the Finance Member anticipates.

Finally, I would like to say a few words in connection with the representation of Muslims in the services which are under the control of the Central Government. Several Honourable Members have already drawn attention to the grievances of the Muslim community, and I will only appeal to the Government that early and effective steps should be taken to see that the Government's Resolution of 1934 is worked in the spirit in which it was issued by the Government.

The Assembly then adjourned till Eleven of the Clock on Tuesday the 21st March, 1939.