

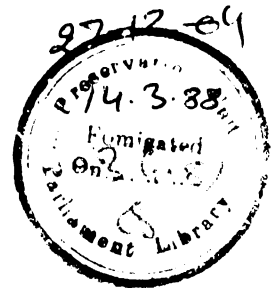
Tuesday, 25th February, 1941

THE COUNCIL OF STATE DEBATES

VOLUME I, 1941

(19th February to 4th April, 1941)

NINTH SESSION OF THE FOURTH COUNCIL OF STATE, 1941



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COUNCIL OF STATE.

Tuesday, 25th February, 1941.

The Council met in the Council Chamber of the Council House at Eleven of the Clock, the Honourable the President in the Chair.

QUESTION AND ANSWERS.

SUPPLY DEPARTMENT.

6. THE HONOURABLE RAJA YUVERAJ DUTTA SINGH: Will Government give information on the following points:—

(a) The reorganization of the Supply Department, and its co-ordination with the Indian Stores Department?

(b) The total number of ministerial staff appointed since the creation of the Supply Department?

(c) The names of officers drawing a salary of Rs. 500 per month and more; and the salaries which they were drawing before their appointment in the Supply Department?

(d) The total value of orders placed by the Department to the contractors indicating separately the value of orders given to European contractors and to Indian contractors?

THE HONOURABLE MR. A. DEC. WILLIAMS: (a) The information is contained in the Supply Department communique, dated the 11th December, 1940, a copy of which is in the Library of the House.

(b) So far as the Supply Department Main Secretariat and the headquarters staff of the two Directorates General are concerned, the figure is 410.

(c) I place on the table a statement giving the necessary information.

(d) The total value of the orders placed by the Department from the 1st September, 1939 to the 15th January, 1941 amounts to Rs. 81 crores approximately. I regret that the information regarding the values of the orders placed with the European and Indian firms separately is not readily available and would require a considerable amount of time and labour in collection.

Statement showing the names of officers drawing a salary of Rs. 500 per month and more; and the salaries which they were drawing before their appointment in the Supply Department.

Serial No.	Names and designations.	Salaries they were drawing just before their appointment in the Supply Department.	Present salaries.	Remarks.
1	2	3	4	5
<i>Main Secretariat.</i>				
1	Mr. H. Dow, K.C.S.I., C.I.E., I.C.S., Vice-President, War Board.	Rs. 4,000 . .	Rs. 5,000 . .	This post will be abolished after the 31st March 1941.

Statement showing the names of officers drawing a salary of Rs. 500 per month and more; and the salaries which they were drawing before their appointment in the Supply Department—contd.

Serial No.	Names and designations.	Salaries they were drawing just before their appointment in the Supply Department.	Present salaries.	Remarks.
1	2	3	4	5
<i>Main Secretariat—contd.</i>				
2	Mr. E. M. Jenkins, C.I.E., I.O.S., Secretary.	Rs. 3,000 + S. O. P. £13-6-8 + fixed T. A. Rs. 300. Compensatory allowance Rs. 250] and free house.	Rs. 3,000 + S. O. P. £13-6-8.]	S. P.—Special pay. S. O. P.—Sterling overseas pay.
3	Mr. Ghulam Mohammad, Controller General of Purchase.	Rs. 3,000 in the scale of Rs. 3,000-100-3,500.	Rs. 3,000 in the scale of Rs. 3,000-100-3,500.	P. P.—Personal Pay.]
4	Mr. J. A. Mackeown, I.O.S., Deputy Secretary.	Rs. 1,800 in the senior time scale of the I.C.S. + S. O. P. £30 + S. P. Rs. 400.	Rs. 1,800 in the senior time scale of the I.C.S. + S. O. P. £30 + S. P. Rs. 400.	D. A. Duty Allowance.
5	Mr. M. Ikramullah, I.O.S., Deputy Secretary.	Rs. 1,500 in the senior time scale of the I.C.S.	Rs. 1,600 + S. P. Rs. 400.	
6	Mr. S. R. Zaman, I.C.S., Deputy Secretary.	Rs. 2,050 in the senior time scale of the I.C.S.	Rs. 2,150 + S. P. Rs. 400.	
7	Mr. H. M. Patel, I.C.S., Deputy Secretary.	Rs. 1,500 in the senior time scale of the I.C.S.	Rs. 1,600 + S. P. Rs. 400.	
8	Mr. S. Bhoothalingam, I.C.S., Under Secretary.	Rs. 900 in the junior time scale of I.C.S. + Officiating pay Rs. 300.	Rs. 1,275 in the senior scale of the I.C.S. + S. P. Rs. 150.	
9	Mr. G. Corley-Smith, M.B.E., Under Secretary.	Rs. 1,250 + S. P. Rs. 150.	Rs. 1,250 + S. P. Rs. 50.	
10	Rai Sahib Dip Chand, Under Secretary.	Rs. 1,000 fixed	Rs. 1,200 fixed.	
11	Mr. J. Byrne, Assistant Secretary.	Rs. 580 in the scale of Rs. 500-40-700 + S. P. Rs. 100.	Rs. 1,050 in the scale of Rs. 1,000-50-1,250.	
12	Mr. F. H. T. Ward, Assistant Secretary (Munitions Production Branch).	Rs. 800 in the scale of Rs. 600-40-800.	Rs. 1,000 in the scale of Rs. 1,000-50-1,250.	
13	R. B. S. K. Banerjee, Officer on Special Duty.	Pension	Rs. 500 + Pension.	
14	Lt.-Col. T. H. Batty, Director of Statistics.	Rs. 1,325 + pension of £734 per year.	Rs. 1,325 + pension of £734 per year.	
15	Mr. S. N. Mitter, Assistant Director of Statistics.	Rs. 450 in the scale of Rs. 290-20-450.	Rs. 500 fixed.	

Statement showing the names of officers drawing a salary of Rs. 500 per month and more and the salaries which they were drawing before their appointment in the Supply Department—contd.

Serial No.	Names and designations.	Salaries they were drawing just before their appointment in the Supply Department.	Present salaries.	Remarks.
1	2	3	4	5
<i>Main Secretariat—conold.</i>				
16	Mr. C. J. Rusby, Superintendent.	Rs. 272 in the scale Rs. 200-12-440 + 1/6th of pay as duty allowance.	Rs. 640 in the scale Rs. 600-40-800.	
17	Mr. Mohd. Abdullah, Superintendent.	Rs. 350 in the scale Rs. 250-20-350.	Rs. 600 in the scale Rs. 600-40-800.	
18	Mr. A. R. Kapur, Superintendent.	Rs. 470 in the scale Rs. 200-15-500.	Rs. 600 in the scale Rs. 600-40-800.	
19	Mr. Shiv Dev Singh, Superintendent.	Rs. 210 in the scale Rs. 90-8-250 + S. P. Rs. 50.	Rs. 600 in the scale Rs. 600-40-800.	
<i>Directorate General of Supply.</i>				
1	Brigadier E. Wood, M.C., Director General.	Rs. 2,070 . . .	Rs. 3,000 + S.O.P. £13-6-8.	
2	Mr. R. W. Targett, Deputy Director General (I.).	Rs. 3,200 in the scale Rs. 3,000-100-3,500.	Rs. 3,500.	
3	Mr. L. Mason, C.I.E., O.B.E., M.C., I.F.S., Deputy Director General (II).	Rs. 3,250 . . .	Rs. 3,000.	
4	Mr. D. M. Passmore, Director of Textiles.	Previous emoluments not less than present salary.	Rs. 2,250 . . .	Was Managing Director of Messrs. Binny & Co., Madras.
5	Mr. D. Stewart, O.B.E., I.F.S., Director, Timber Supplies.	Rs. 1,350 + S. P. Rs. 177-12 + S.O.P. £30.	Rs. 1,950 + S. O. P. £13-6-8 in the scale Rs. 1,750-100-2,150.	
6	Mr. A. E. Hampson, Director, Miscellaneous Stores.	Previous emoluments considerably more than present pay.	Rs. 1,500 . . .	Was Sales Manager of Messrs. Jen-son & Nicholson (India), Calcutta.
7	*Col. F. P. J. Williams, Director of Clothing.	Rs. 2,205 . . .	Rs. 2,205.	
8	*Mr. R. Wilmot, M.C.E.D., Director, Leather Manufac-tures.	Rs. 1,750 + S.O.P. £30.	Rs. 1,750 + S.O.P. £30.	

Statement showing the names of officers drawing a salary of Rs. 500 per month and more; and the salaries which they were drawing before their appointment in the Supply Department—contd.

Serial No.	Names and designations.	Salaries they were drawing just before their appointment in the Supply Department.	Present salaries.	Remarks.
1	2	3	4	5
<i>Directorate General of Supply—contd.</i>				
9	Major E. C. Ormond, (Reserve Officer), Director, Co-ordination.	Income considerably in excess of his present emoluments.	Rs. 1,530 .	Was a practising Barrister.
10	*Col. S. M. Cookson, I.A., Director, Foodstuffs.	Rs. 1,955 Lodging Allowance Rs. 170 Marriage Allowance Rs. 80.	Rs. 1,955 Lodging Allowance Rs. 170 Marriage Allowance Rs. 80.	
11	*Lt.-Col. E. Bader, Director, Vehicles.	Rs. 2,045 . .	Rs. 2,260 Provisional.	
12	Mr. W. E. Flewett, I.F.S., Deputy Director (Inspection), Timber Directorate.	Rs. 1,350+S. P. Rs. 300, S. O. P. £30.	Rs. 1,750+S. P. Rs. 300.	
13	Mr. P. R. Crerar, Deputy Director, Chemicals.	Rs. 1,200 in the scale of Rs. 1,200-1,600.	Rs. 1,500 fixed.	
14	Mr. J. Walker, Deputy Director, Timber.	Rs. 1,250+S. O. P. £30.	Rs. 1,300+S. P. Rs. 250+S. O. P. £30.	
15	Mr. V. S. Kuppuswami, I.F.S., Deputy Director (Timber).	Rs. 1,100 in the scale Rs. 575-1,350.	Rs. 1,150+S. P. Rs. 150.	
16	Mr. M. V. Laurie, Deputy Director, Timber.	Rs. 1,000+S. O. P. £30+S. P. Rs. 150.	Rs. 1,050+S. O. P. £30+S. P. Rs. 150.	
17	Major J. Bleeck, Deputy Director, Leather Manufactures.	Rs. 1,430 . .	Rs. 1,430.	
18	Mr. W. J. Oakley, Deputy Director (Textiles).	Average earning not less than Rs. 1,250.	Rs. 1,500.	
19	*Mr. A. G. R. Horton Bennett, O.B.E., I.O.S., Superintendent of Clothing Production.	Rs. 1,550+S. P. Rs. 200+S. O. P. £30.	Rs. 1,550+S. P. Rs. 200+S. O. P. £30.	
20	R. B. Kirpa Ram, Assistant Superintendent of Clothing Production.	Rs. 1,800 in the scale of Rs. 1,500-75-1,800.	Rs. 1,800.	
21	*Lt.-Col. A. A. Dean, Assistant Superintendent of Clothing Production.	Rs. 1,530 . .	Rs. 2,130.	
22	Mr. S. K. Chaudhuri, Assistant Director, Textiles.	Average monthly income about Rs. 1,000.	Rs. 800.	

Statement showing the names of officers drawing a salary of Rs. 500 per month and more ; and the salaries which they were drawing before their appointment in the Supply Department—contd.

Serial No.	Names and designations.	Salaries they were drawing just before their appointment in the Supply Department.	Present salaries.	Remarks.
1	2	3	4	5

Directorate General of Supply—contd.

23	Mr. L. Knibb, Assistant Director, Textiles.	Total earnings approximately the same as pay now drawn.	Rs. 900.	
24	Mr. P. N. Puri, Assistant Director, Timber.	Rs. 700 in the scale of Rs. 250-750+ S. P. Rs. 50.	Rs. 725+S. P. Rs. 150.	
25	Rai Sahib Bishambar Dass, Assistant Director, Miscellaneous Stores.	Rs. 1,000 in the scale Rs. 1,000-50-1,250.	Rs. 800+S. P. Rs. 200.	
26	*Mr. Mohd. Shaffi, Technical Officer, Clothing.	Rs. 700 . . .	Rs. 700.	
27	Mr. T. V. Siva, Superintendent.	Rs. 175 in the scale Rs. 125-10-175+Rs. 12-8 as duty allowance.	Rs. 520.	

Directorate General, Munitions Production.

1	Sir Guthrie Russell, K.C.I.E., D.G.M.P.	Rs. 5,000 . . .	Rs. 5,000.	
2	*Lt.-Col. J. J. L. MacKirdy, O.S.D.	Rs. 1,530 . . .	Rs. 2,045.	
3	*Mr. G. S. Butler, C.I.E., D.D.G., A.P.	Rs. 2,350+S. O. P. £13-6-8.	Rs. 2,750.	
4	*Mr. T. F. Borwick, C.I.E., D.S.O.	Rs. 1,750+S. O. P. £30+D. A. Rs. 150.	Rs. 2,350+S. O. P. £13-6-8.	
5	*Mr. H. I. Mathews, M. C., Co-Ordination Officer.	Rs. 1,750+S. O. P. £30.	Rs. 1,750+S. O. P. £30.	
6	Mr. R. J. Dunderdale, A.D.O.F. (Admn.).	Rs. 1,750+S. O. P. £30.	Rs. 1,750+S. O. P. £30.	
7	*Major W. J. K. Viney, B.A.O.C., Assistant Coordination Officer.	Rs. 1,530 . . .	Rs. 1,530.	
8	Mr. N. Haokney, I.S.R., Development Officer.	Rs. 1,300+P. P. Rs. 75+S. O. P. £30.	Rs. 1,300+P. P. Rs. 75+S. O. P. £30.	
9	Mr. W. L. D. Martyn, O.S.D.	Rs. 925+S. O. P. £30.	Rs. 925+ Rs. 100 Offg. pay+S.O.P. £30.	
10	Mr. R. C. Case, I.S.R., D.G.P.	Rs. 1,950+S. P. Rs. 800+S. O. P. £13-6-8.	Rs. 1,950+S. P. Rs. 800+S. O. P. £13-6-8.	

Statement showing the names of officers drawing a salary of Rs. 500 per month and more ; and the salaries which they were drawing before their appointment in the Supply Department—contd.

Serial No.	Names and designations.	Salaries they were drawing just before their appointment in the Supply Department.	Present salaries.	Remarks.
1	2	3	4	5
<i>Directorate General, Munitions Production—contd.</i>				
11	Mr. R. K. Innes, D.D.C.P.	Rs. 1,350+S. O. P. £30.	Rs. 1,350+S. O. P. £30.	
12	Mr. J. B. Durning, I.O.S., A.D.C.P.	Rs. 1,250+S. O. P. £30.	Rs. 1,350+S. O. P. £30.	
13	Mr. R. C. Frain, M.C., I.P.O., Main Office.	Rs. 1,250+S. O. P. £30.	Rs. 1,250+S. O. P. £30.	
14	*Major C. B. Vinycomb, I.A.O.C., A.I.P.O.	Rs. 1,530 . .	Rs. 1,530.	
15	*Mr. K. H. T. Gilbertson, C. E. A. to D. O. F.	Rs. 1,350+S. O. P. £30.	Rs. 1,350+S. O. P. £30.	
16	*Mr. A. D. McClancy, A. C. E. A. to the D. O. F.	Rs. 700+S. O. P. £25.	Rs. 700+S. O. P. £25.	
17	*Mr. Madhusudan Singh, Officer, Supervisor.	Rs. 900 . .	Rs. 900.	
18	*Mr. C. E. Jolly, Officer Supervisor.	Rs. 1,100 . .	Rs. 1,100.	
19	Mr. J. M. Smith, A.I.P.O.	..	Rs. 1,000.	
20	Mr. J. Aitken, A.I.P.O.	Rs. 600+S. O. P. £25.	Rs. 600+S. O. P. £25.	
21	Mr. A. D. Wilks, A.I.P.O.	Rs. 600+S. O. P. £25.	Rs. 600+S. O. P. £25.	
22	Mr. G. Richards, A.I.P.O.	Rs. 675 . .	Under consideration.	
23	Mr. M. A. Cook, A.I.P.O.	Rs. 675 . .	Under consideration.	
24	*Mr. C. W. Clarke, Industrial Planning Officer.	Rs. 1,350+S. O. P. £30.	Rs. 1,350+S. O. P. £30.	
25	*Mr. E. W. F. Johnson, Industrial Planning Officer.	Rs. 1,100+D. A. Rs. 150+S. O. P. £30.	Rs. 1,100+D. A. Rs. 150+S. O. P. £30.	
26	*Lt.-Col. M. H. Cox, Director of Factory (Expn.).	Rs. 2,230 . .	Rs. 2,230.	
27	Col. F. B. Pigott, Chief Engineer, Factories.	Rs. 2,260 . .	Rs. 2,305.	
28	Major I. H. F. Boyd, R.E., Sore (II.)	Rs. 1,195 . .	Rs. 1,620.	
29	*Mr. T. A. Miller, Surveyor of Works.	Rs. 450+S. O. P. £20.	Rs. 450+S. O. P. £20.	
0	*Mr. F. C. Foreman, A.D.O.F.	Rs. 1,450+S. O. P. £30.	Rs. 1,450+S. O. P. £30.	
31	*Mr. C. C. Meadmore, Civil Engineer Adviser to the Director of Ordnance Factories (Expn.).	Rs. 950+S. O. P. £30+D. A. Rs. 100.	Rs. 950+S. O. P. £30+D. A. Rs. 100.	

Statement showing the names of officers drawing a salary of Rs. 500 per month and more ; and the salaries which they were drawing before their appointment in the Supply Department—contd.

Serial No.	Names and designations.	Salaries they were drawing just before their appointment in the Supply Department.	Present salaries.	Remarks.
1	2	3	4	5
<i>Directorate General, Munitions Production—contd.</i>				
32	*Mr. A. M. Leiper, Assistant Engineer Adviser to the D. O. F. (Expn.).	Rs. 650+S. O. P. £25+D. A. Rs. 100.	Rs. 650+S. O. P. £25+D. A. Rs. 100.	
33	*Mr. A. B. James, A. E. A. to D. O. F. (Expn.).	Rs. 600+S. O. P. £25+D. A. Rs. 100.	Rs. 600+S. O. P. £25+D. A. Rs. 100.	
34	*Mr. G. H. Whyte, A. C. E. A. to the D, O. F.	Rs. 600+S. O. P. £25+D. A. Rs. 100.	Rs. 600+S. O. P. £25+D. A. Rs. 100.	
35	Lieut. A. N. Daniell, I.R.E.M. (F.).	Rs. 760 . .	Rs. 760.	
36	Mr. F. G. S. Martin, D. D. G. (E.).	Rs. 2,750+S. O. P. £13-6-8.	Rs. 2,750+S. O. P. £13-6-8.	
37	Mr. F. A. Stott, I.P.O. .	Rs. 850+£30+ D. A. Rs. 100.	Rs. 850+£30+ D. A. Rs. 100.	
38	Mr. R. A. MacGregor, Director of Metals.	Rs. 2,000+S. P. Rs. 350.	Rs. 2,500.	
39	Mr. G. C. Mills, Deputy Director of Metals.	Rs. 1,350+S. O. P. £30.	Rs. 1,350+S. O. P. £30.	
40	Mr. J. R. Walton, Deputy Director of Steel.	Rs. 500] . .	Rs. 500.	
41	Mr. S. M. K. Alvi, Deputy Director of Metals (Steel Control Office).	Rs. 375 .	Rs. 375+S. P. Rs. 175.	
42	Mr. J. Humphries, Director of Engineering.	Rs. 2,500+S. O. P. £13-6-8.	Rs. 2,500+S. O. P. £13-6-8.	
43	Mr. S. W. White, Deputy Director of Engineering.	Was drawing considerably more as Bridge Engineer, E. I. Railway than present emoluments.	Rs. 1,000.	
44	Mr. H. Sparrow, Deputy Director of Engineering.	Rs. 975+Offg. pay Rs. 50+S. O. P. £30.	Rs. 975+Offg. pay Rs. 50+S. P. Rs. 250+S. O. P. £30.	
45	Mr. P. O. Mukerjee, Deputy Director of Engineering.	Rs. 1,025 . .	Rs. 1,025.	
46	Mr. J. Oswald, Deputy Director of Engineering.	Rs. 1,700 . .	Rs. 1,000.	
47	Engr.-Commandr. J. Beggs, Director of Shipbuilding.	Rs. 1,830 . .	Rs. 1,830.	

Statement showing the names of officers drawing a salary of Rs. 500 per month and more ; and the salaries which they were drawing before their appointment in the Supply Department—contd.

Serial No.	Names and designations.	Salaries they were drawing just before their appointment in the Supply Department.	Present salaries.	Remarks.
1	2	3	4	5
<i>Directorate General, Munitions Production—conold.</i>				
48	Mr. A. Paxton, Deputy Director of Shipbuilding.	Rs. 1,050+free quarters nominal Rs. 75.	Rs. 1,200. paying rent	
49	Mr. G. V. Dorsey, Office Superintendent.	Rs. 600 . .	Rs. 600.	
50	Mr. T. D. Welby, I.P.O., Bengal Circle.	Rs. 1,361 . .	Rs. 850+D. A. Rs. 100+L. A. Rs. 50+S. O. P. £30.	
51	Mr. W. H. Abel, I.P.O., Punjab Circle.	Rs. 960+S. O. P. £25.	Rs. 960+S. P. Rs. 100+S. O. P. £25.	
52	Mr. G. E. Hoare, A.I.P.O., Punjab Circle.	Rs. 800 . .	Rs. 800+S. P. Rs. 160.	
53	Mr. L. A. Hoyle, Works Manager, Kanchrapara.	Rs. 1,950+S. O. P. £13-6-8.	Under consideration.	
54	Mr. R. W. Moon, A.W.M., Kanchrapara.	Rs. 675 . .	Under consideration.	
55	Mr. G. A. R. Trimming, D. D. G. M. T. and Cr. of M. T.	Rs. 3,000+S. O. P. £13-6-8.	Rs. 3,000+S. O. P. £13-6-8.	
56	Mr. H. M. Mathews, Electric Commissioner with the Government of India.	Average annum Rs. 1,750.	per about Rs. 3,000+S. O. P. £13-6-8.	
57	2nd-Lt. J. F. Bagnal, S.O.R.E. (III.).	Do. .	Under consideration.	
58	Mr. G. H. Welford, Director, Civil Production.	Rs. 1,750+S. O. P. £30.	Under consideration.	
59	Mr. C. W. Budd, Director, M. T.	Approximately the same as now.	Rs. 2,000.	
60	Mr. J. Hodgkinson, Deputy Director, M. T.	Do. .	Rs. 1,500.	
61	Mr. A. J. Cunningham, Accounts Officer, Civil Production.	Rs. 700-50-1,000	Rs. 700-50-1,000.	

NOTE.—*Officers transferred from the M. G. O. Branch and E.-in-C.'s Branch (Defence Department) to the Department of Supply for the duration of the war.
The rates of pay mentioned above are exclusive of Calcutta compensatory allowance and H. R. allowance.

Statement showing the names of officers drawing a salary of Rs. 500 per month and more ; and the salaries which they were drawing before their appointment in the Supply Department—contd.

Serial No.	Names and designations.	Salaries they were drawing just before their appointment in the Supply Department.	Present salaries.	Remarks.
1	2	3	4	5
<i>Contracts Directorate.</i>				
1	Brigadier A. F. F. Thomas, Director of Contracts and Chief Controller of Purchase (Munitions).	Ra. 1,530 . .	Ra. 2,500.	
2	Colonel P. J. Gibbs, O.B.E., Deputy Director of Contracts and Deputy Chief Controller of Purchase (Supply).	Ra. 1,625 . .	Ra. 2,205.	
3	Lieut.-Colonel E. J. Boughton, R.I.A.S.C., Assistant Director of Contracts (I.).	Ra. 1,255 . .	Ra. 2,130.	
4	Lieut.-Colonel H. G. Fowler, I.A.O.C., Assistant Director of Contracts (II).	Ra. 1,530 . .	Ra. 2,130.	
5	Lieut.-Colonel L. J. L. Addison, R.I.A.S.C., Assistant Director of Contracts (III).	Ra. 1,255 . .	Ra. 2,130.	
6	Major F. H. D. Teal, R.I.A.S.C., Deputy Assistant Director of Contracts.	Ra. 850 . .	Ra. 1,530.	
7	Capt. A. R. Haseler, I.A.O.C., Staff Captain.	Ra. 1,000 . .	Ra. 960.	
8	Capt. H. H. B. Gill, I.A.O.C., Staff Captain.	Income from agency business not known ; was drawing Rs. 1,800 from Standard Telephone & Cables, Ltd.	Ra. 1,090.	
9	Capt. E. V. Hammond, I.A.O.C., Staff Captain.	Ra. 1,000+allowances.	Ra. 1,090.	
10	Capt. G. N. P. Hodder, I.A.O.C., Staff Captain.	Ra. 1,230 including all allowances.	Ra. 960.	

Statement showing the names of officers drawing a salary of Rs. 500 per month and more ; and the salaries which they were drawing before their appointment in the Supply Department—contd.

Serial No.	Names and designations.	Salaries they were drawing just before their appointment in the Supply Department.	Present salaries.	Remarks.
1	2	3	4	5
<i>Contracts Directorate—conold.</i>				
11	Capt. P. C. Tutton, I.A.O.C., Staff Captain.	Rs. 1,566 (consolidated).	Rs. 1,090.	
12	Capt. R. B. Otter, I.A.O.C., Staff Captain.	Rs. 600+free car and provisions at cost price.	Rs. 1,090.	
13	2nd-Lieut. C. V. Thomas, I.A.O.C., Attached Officer.	Rs. 900 . .	Rs. 630.	
14	Capt. E. W. Hart, I.A.O.C., Staff Captain.	Rs. 1,500 including allowances.	Rs. 1,090.	
15	Capt. M. K. Anver, I.A.O.C., Staff Captain.	Rs. 770 . . .	Rs. 800.	
16	2nd-Lieut. J. S. Thompson, I.A.O.C., Attached Officer.	Rs. 545 . .	Rs. 630.	
17	Capt. J. Banerji, I.A.O.C., Staff Captain.	Rs. 900 . .	Rs. 900.	
18	Lieut. Hukmat Khan, A.I.R.O., Attached Officer.	Rs. 630 . .	Rs. 630* . .	*Provisional.
19	2nd-Lieut. K. E. Davan, Attached Officer.	Rs. 405 . .	Rs. 545.	
20	Capt. A. M. Thomson, A.I.R.O., Attached Officer.	Rs. 1,200 . .	Rs. 1,200.	
21	2nd-Lieut. J. R. Murray, I.A.O.C., Attached Officer.	£750 per annum plus free quarters.	Rs. 630.	
22	Rao Sahib G. Appaswamy, Officer Supervisor.	Rs. 700 . .	Rs. 1,000.	
23	Mr. A. E. deCosta, Officer Supervisor.	Rs. 700 . .	Rs. 950.	
24	Mr. A. Cardozo, Officer Supervisor.	Rs. 700 . .	Rs. 950.	
25	Mr. P. C. Roy, Officer Supervisor.	Rs. 700 . .	Rs. 900.	
<i>Indian Stores Department.</i>				
1	Mr. H. Sur, Offg. Chief Controller of Stores.	Rs. 2,500 . .	Rs. 2,800(a) minus pension admissible to him.	
2	Mr. H. F. Davy, Deputy Chief Controller of Stores.	Rs. 2,450+£18-6-6	Rs. 2,750+(a) £18-6-8.	

Statement showing the names of officers drawing a salary of Rs. 500 per month and more ; and the salaries which they were drawing before their appointment in the Supply Department—contd.

Serial No.	Names and designations.	Salaries they were drawing just before their appointment in the Supply Department.	Present salaries.	Remarks.
1	2	3	4	5
<i>Indian Stores Department—contd.</i>				
3	R. B. Kirpa Ram, Deputy Director of Administration and Intelligence.	Rs. 1,725 . .	Rs. 1,800 (b)	Temporarily transferred to the Department of Supply.
4	Rao Sahib V. Subrahmanyam, Assistant Director of Administration and Intelligence.	Rs. 1,100 . .	Rs. 1,150(b).	
5	Mr. M. Hashim, Officer on Special Duty (Administration).	*	*	*He draws his grade pay plus a special pay of Rs. 150.
6	Mr. A. N. Banerjee, Assistant Director of Administration.	Rs. 800 . .	Rs. 1,000 (a).	
7	R. B. D. Sadasivam, Offg. Director of Purchase.	Rs. 2,000 . .	Rs. 2,000.	
8	Mr. G. T. Thadhani, Offg. Director of Purchase.	Rs. 1,725 . .	Rs. 2,000 (a).	
9	Mr. K. K. Bose, Deputy Director of Purchase.	Rs. 1,800 . .	Rs. 1,800.	
10	R. B. D. N. Chatterjee, Deputy Director of Purchase.	Rs. 1,575 . .	Rs. 1,575.	
11	Mr. D. W. Lewis, Deputy Director of Purchase.	Rs. 1,500 . .	Rs. 1,575(b).	
12	Mr. J. Munro, Senior Purchase Officer.	Rs. 1,150 . .	Rs. 1,350(a).	
13	Mr. K. C. Pakrasi, Assistant Director of Purchase, Calcutta.	Rs. 1,200 . .	Rs. 1,200.	
14	Mr. R. P. Mathur, Controller of Purchase, Bombay.	Rs. 1,150 . .	Rs. 1,200(b).	
15	Mr. T. P. Barat, Offg. Assistant Director of Purchase.	Rs. 650 . .	Rs. 1,000(a).	
16	Mr. P. G. Bhagat, Assistant Director of Purchase (Vehicles).	Rs. 1,000 . .	Rs. 1,000.	
17	Mr. E. Dixon, Offg. Controller of Purchase, Karachi.	Rs. 1,150+S. P. Rs. 150.	Rs. 1,200.	

Statement showing the names of officers drawing a salary of Rs. 500 per month and more ; and the salaries which they were drawing before their appointment in the Supply Department—contd.

Serial No.	Names and designations.	Salaries they were drawing just before their appointment in the Supply Department.	Present salaries.	Remarks.
1	2	3	4	5
<i>Indian Stores Department—contd.</i>				
18	Mr. A. K. Malik, Officer on Special Duty (Tents).	*	*	*He draws his grade pay plus a special pay of Rs.300.
19	Mr. N. M. Adyanthaya, Purchase Officer, Madras.	Rs. 900 . .	Rs. 1,000(a).	.
20	K. B. A. G. Khan, Offg. Director of Inspection.	Rs. 1,750 + P. P. Rs. 150.	Rs. 2,250(a).	
21	Mr. R. C. Arbery, Controller of Inspection (Metallurgical).	Rs. 1,250 . .	Rs. 1,500(a) + S. P. Rs. 100 (e).	
22	Mr. R. G. Burt, Offg. Controller of Inspection, Calcutta.	Rs. 1,250 + S. P. Rs. 100.	Rs. 1,350(b) + S. P. Rs. 100.	
23	Mr. A. V. Humby, Assistant Controller of Inspection.	Rs. 1,200 + S. P. Rs. 150.	Rs. 1,200 . .	On leave preparatory to retirement.
24	Mr. P. Hinde, Assistant Metallurgical Inspector.	Rs. 1,200 + S. P. Rs. 50.	Rs. 1,200.	
25	Mr. B. N. Dutta, Assistant Controller of Inspection.	Rs. 1,200 . .	Rs. 1,200.	
26	Mr. J. B. Glass, Offg. Deputy Director of Inspection.	Rs. 1,200 . .	Rs. 1,250(a).	
27	Mr. E. D. V. Ellison, Controller of Inspection, Bombay.	Rs. 1,150 . .	Rs. 1,200(b) + S. P. Rs. 150(c).	
28	R. B. Dr. R. N. Chaudhuri, Offg. Assistant Metallurgical Inspector.	Rs. 1,150 . .	Rs. 1,200 (b).	
29	Mr. C. S. Sarkar, Offg. Assistant Controller of Inspection, Karachi.	Rs. 1,150 . .	Rs. 1,200(b).	
30	Mr. F. Ashmore, Offg. Assistant Controller of Inspection, Calcutta.	Rs. 950 . .	Rs. 950.	
31	Mr. M. N. Goon, Assistant Engineer (Inspection).	Rs. 810 . .	Rs. 810.	
32	Mr. S. S. Iyengar, Offg. Assistant Controller of Inspection, Calcutta.	Rs. 750 + S. P. Rs. 100.	Rs. 950 (a).	
33	Mr. A. N. Bose, Inspector-in-Charge, Cawnpore.	Rs. 750 . .	Rs. 750 + S. P. Rs. 100(c).	e

Statement showing the names of officers drawing a salary of Rs. 500 per month and more ; and the salaries which they were drawing before their appointment in the Supply Department—contd.

Serial No.	Names and designations.	Salaries they were drawing just before their appointment in the Supply Department.	Present salaries.	Remarks.
1	2	3	4	5
<i>Indian Stores Department—contd.</i>				
34	Mr. T. B. Merchant, Offg. Assistant Director of Inspection.	Rs. 750 . .	Rs. 1,050(a)&(b).	
35	Mr. R. Alauddin, Offg. Assistant Controller of Inspection, Lahore.	Rs. 750 . .	Rs. 950(a).	
36	R. S. K. V. Appayya, Offg. Controller of Purchase, Lahore.	Rs. 740 . .	Rs. 740.	
37	Mr. K. T. Pillai, Offg. Purchase Officer, Calcutta.	Rs. 650 <i>plus</i> conveyance allowance of Rs. 75 p. m. while employed in a private firm.	Rs. 750.	
38	Mr. A. R. Palit, Assistant Director of Purchase, Calcutta.	Rs. 740 . .	Rs. 775 (b).	
39	Mr. Z. A. Khan, Assistant Controller of Purchase. Calcutta.	Rs. 1,200 . .	Rs. 550.	
40	Mr. A. R. Sarin, Offg. Purchase Officer, New Delhi.	Rs. 610 . .	Rs. 725(a).	
41	Mr. W. K. Chick, Assistant Controller of Administration, Calcutta.	Rs. 675 . .	Rs. 710 (b).	
42	Mr. R. K. Khosla, Assistant Engineer (Inspection), Calcutta.	Rs. 750 . .	Rs. 750.	
43	Mr. M. N. Mukerjee, Assistant Engineer (Inspection), Calcutta.	Rs. 750 . .	Rs. 750.	
44	Mr. H. K. Banerji, Assistant Engineer (Inspection), Calcutta.	Rs. 750 . .	Rs. 750.	
45	Mr. K. I. N. Iyengar, Assistant Engineer (Inspection), Calcutta.	Rs. 750 . .	Rs. 750.	
46	Mr. J. E. Wallace, Assistant Engineer (Inspection), Calcutta.	Rs. 750 . .	Rs. 750.	
47	Mr. S. C. Banerjee, Assistant Engineer (Inspection), Calcutta.	Rs. 650 . .	Rs. 700 (b).	

Statement showing the names of officers drawing a salary of Rs. 500 per month and more and the salaries which they were drawing before their appointment in the Supply Department—contd.

Serial No.	Names and designations.	Salaries they were drawing just before their appointment in the Supply Department.	Present salaries.	Remarks.
1	2	3	4	5
<i>Indian Stores Department—contd.</i>				
48	Mr. F. N. Taylor, Assistant Engineer (Inspection), Calcutta.	Rs. 530	. Rs. 610 (b).	
49	Mr. M. A. Rahman, Assistant Engineer (Inspection), Calcutta.	Rs. 550	. Rs. 600(b).	
50	Mr. N. Chatterjee, Assistant Engineer (Inspection), Calcutta.	Rs. 600	. Rs. 600.	
51	Mr. M. N. Samanta, Offg. Assistant Engineer (Inspection), Calcutta.	Rs. 500	. Rs. 500.	
52	Mr. K. B. Mirza, Assistant Engineer (Inspection), Calcutta.	Rs. 260	. Rs. 500 (a).	
53	Mr. J. D. Aggarwal, Assistant Engineer (Inspection), Calcutta.	Rs. 360	. Rs. 500 (a).	
54	Mr. J. B. Mukerjee, Assistant Engineer (Inspection), Calcutta.	Rs. 250	. Rs. 500 (a).	
55	Mr. A. K. Mojumdar, Assistant Engineer (Inspection), Calcutta.	Rs. 320	. Rs. 500(a).	
56	Mr. R. T. Ramachandra, Offg. Assistant Inspecting Officer, Calcutta.	Rs. 400	. Rs. 500(a).	
57	Mr. B. V. Raman, Offg. Assistant Inspecting Officer, Calcutta.	Rs. 300	. Rs. 500 (a).	
58	Mr. K. K. Nathani, Assistant Engineer (Inspection), Bombay.	Rs. 750	. Rs. 750.	
59	Mr. M. Samson, Assistant Engineer (Inspection), Bombay.	Rs. 550	. Rs. 580 (b).	
60	Mr. Y. S. Mirza, Offg. Inspecting Officer, Bombay.	Rs. 600	. Rs. 800 (b)&(a).	
61	Mr. M. A. Khan, Offg. Assistant Inspecting Officer, Bombay.	Rs. 335	. Rs. 500 (a).	
62	Mr. Sagar Chand, Offg. Assistant Inspecting Officer, Bombay.	Rs. 500	. Rs. 500.	

Statement showing the names of officers drawing a salary of Rs. 500 per month and more ; and the salaries which they were drawing before their appointment in the Supply Department—conold.

Serial No.	Names and designations.	Salaries they were drawing just before their appointment in the Supply Department.	Present salaries.	Remarks.
1	2	3	4	5
<i>Indian Stores Department</i>				
<i>—conold.</i>				
63	Mr. K. N. Sharma, Assistant Engineer (Inspection), Karachi.	Rs. 750	. . Rs. 750.	
64	Mr. M. Nizamuddin Ahmed, Assistant Engineer (Inspection), Lahore.	Rs. 750	. . Rs. 750.	
65	Mr. V. Srirangasayi, Offg. Inspecting Officer, Madras.	Rs. 600	. . Rs. 800(b)&(a).	
66	Mr. K. Ray, Assistant Engineer (Inspection), Tatanagar.	Rs. 780	. . Rs. 810 (b).	
67	Mr. L. M. Ghosh, Assistant Engineer (Inspection), Tata-nagar.	Rs. 500	. . Rs. 550 (b).	
68	Mr. Musi Reza Kazimi, Offg. Purchase Officer, New Delhi.	Rs. 500	. . Rs. 600 (a).	
69	Mr. Hafiz Ahmed, Officer on Special Duty (Claims).	Rs. 450	. . Rs. 600 (a).	
70	R. S. N. M. Sundram, Offg. Purchase Officer, Bombay.	Rs. 750	. . Rs. 1,000 (a).	
71	Mr. F. A. F. Jesudian, Offg. Assistant Purchase Officer, New Delhi.	Rs. 250 + L. Rs. 125.	A. Rs. 500 (a).	
72	Mr. S. K. Mitter, Offg. Assistant Inspecting Officer, Calcutta.	Rs. 270	. Rs. 500 (a).	
73	Mr. S. D. Bhatia, Offg. Purchase Officer, Calcutta.	Rs. 600 (Approximate).	Rs. 600.	

The Staff employed at the Government Test House and Research Board at Calcutta has not been included in the above statement :—

- (a) Increase in pay is due to promotion.
- (b) Increase in pay is due to annual increments.
- (c) Increase in pay is due to appointment to posts carrying special pay.

Statement showing the names of officers drawing a salary of Rs. 500 per month and more ; and the salaries which they were drawing before their appointment in the Supply Department—contd.

Serial No.	Names and designations.	Salaries they were drawing just before their appointment in the Supply Department.	Present salaries.	Remarks.
1	2	3	4	5
<i>Mica Organizations.</i>				
1	Mr. J. Podger, Mica Inspector.	Not known	Rs. 1,500.	
2	Mr. W. J. U. Turnbull, Mica Examiner.	Not known	Rs. 500.	
3	R. S. B. C. Mukherji, Additional Mica Inspector.	Grade pay Rs. 500	Rs. 800.	
<i>Controllers of Supplies.</i>				
1	Lieut.-Col. J. R. Marriott, Controller of Supplies, Bengal, Calcutta.	Rs. 1,530	Rs. 2,150.	
2	Mr. G. E. Bennet, Controller of Supplies, Bombay.	Rs. 3,000 on retirement.	Rs. 1,950.	
3	Mr. E. M. Souter, Controller of Supplies, United Provinces, Cawnpore.	Rs. 2,500	Rs. 2,500.	
4	Mr. M. A. Sreenivasan, Controller of Supplies, Madras.	Rs. 1,300	Rs. 1,600.	
5	Ch. Bashir Ahmad, Controller of Supplies, Punjab, Lahore.	Rs. 540	Rs. 1,000.	
6	Mr. S. C. Latif, Controller of Supplies, Sind, Karachi.	Rs. 1,150	Rs. 1,150 in the scale of Rs. 1,000-50-1,200+S. P. Rs. 250.	
7	Mr. E. C. Forbes, Deputy Adviser to Government, Woollen Industry, Cawnpore.	..	Rs. 2,000.	
8	Mr. J. A. Stuart Williams, Assistant to the Adviser on Engineering Supplies, Calcutta.	Rs. 1,000	Rs. 1,200.	
9	Mr. P. A. Davies, Personal Assistant to the Controller of Supplies, Bombay.	Rs. 1,350	Rs. 500.	

BEVIN TRAINING SCHEME.

7. THE HONOURABLE RAJA YUVERAJ DUTTA SINGH: Will Government state their plan to send candidates for technical training in England under the Bevin Training Scheme and what is the quota allotted to each Province? What financial or other help the candidates will receive during the course of their training?

THE HONOURABLE MR. H. C. PRIOR: A copy of the Bevin Training Scheme is placed on the table. Paragraph 3 of the Scheme gives particulars of the terms admissible to trainees. In addition to these, it has since been decided that the Central Government should pay the employer's contribution in the case of trainees who are subscribers to a contributory provident fund. The quotas allotted to the various provinces for each of the first two batches of trainees are as follows:—

Madras	9
Bengal and Assam	9
Bombay	9
United Provinces	8
Punjab, N. W. F. P. and Sind	6
Bihar and Orissa	5
Central Provinces and Berar	4
	<hr/> 50 <hr/>

GOVERNMENT OF INDIA.

DEPARTMENT OF LABOUR.

BEVIN TRAINING SCHEME.

1. *Scheme*.—It is proposed to send batches of Indian workmen to the United Kingdom to undergo courses of training extending to six months in engineering occupations such as fitting and machine operating. The object of the scheme is to accelerate munitions production in India and at the same time inculcate in the men an appreciation of British methods of industrial co-operation between employers and workers and the value of sound trade union principles. Training will be given partly at training centres and partly under selected employers. For the first month the trainees will be accommodated in a hostel run on English lines under a carefully selected manager after which they will be lodged with selected British families. For the first three months, the trainees will work at special training centres where they will receive elementary training and instruction in English and will have time to become acclimatized. They will then be placed in groups with selected employers in factories where they will be trained side by side with British workmen. During the training period each trainee will receive the cost of his keep and accommodation plus an allowance as pocket money at the rates allowed to British trainees. Trainees will not be permitted to take their families with them. Separation allowance will be paid to married men.

2. *Numbers to be trained*.—It has been decided that the first batch of candidates should consist of 50 and that it should sail from this country by the middle of January. A second batch of 50 will then be selected and if all goes well, it will sail in March. The despatch of subsequent batches will depend on the progress of the trainees already in England.

3. *Terms, allowances, etc.*—Each trainee will be provided with:—

- (1) an outfit in India consisting of one winter overcoat, one jersey, one balaclava helmet, one pair of strong boots and two woollen blankets;
- (2) inter class* railway ticket plus a daily allowance of Re. 1 from place of residence to port of embarkation and from port of disembarkation to destination, on both outward and return journeys.

* Third class in England.

- (3) special sea passage with English food to and from the United Kingdom ;
- (4) a subsistence allowance of Rs. 20 per month from date of leaving present place of residence until date of arrival at destination and a similar allowance on the return journey ;
- (5) an allowance sufficient to cover the cost of board and accommodation while under training in the United Kingdom *plus* eight shillings a week (about Rs. 24 per month) if over 20 years of age and six shillings per week (about Rs. 18 per month) if under 20 years of age, as pocket money ; and
- (6) an allowance in the United Kingdom for the purchase of suitable clothing.

In addition to these allowances, the families of married men will each receive an allowance of Rs. 35 per month payable in India. Selected candidates will be required to state whether they are married and if so to whom they wish the separation allowance to be paid.

4. *Qualifications.*—Candidates will be chosen from the whole industrial field and may be married or single. They should be young but not below the age of 18, healthy, intelligent, able to read, write and do simple calculations, and possess manual dexterity and some knowledge of English. They should, as a rule, have had experience of factory work and have given proof of intelligence and adaptability.

5. *Selections.*—The selection of candidates will be made by National Service Labour Tribunals in consultation with the Regional Inspectors of Technical Training and large industrial employers including Railway Administrations. Candidates should be taken from the working classes preferably from among men of the engineering trades* drawing wages of Rs. 40 to 60 per month. A few candidates from technical institutions may be included but their numbers should not exceed 10 per cent. of the whole. Selections should be confined to persons who are likely to be adaptable to conditions in England and especially those who are prepared to mix and are least likely to raise difficulties over food, etc. It should be explained to all candidates that accommodation and food will be in the English style and not on a caste or communal basis. Before final selection, candidates should be medically examined and X-rayed for tuberculosis under arrangements to be made by Tribunals under rule 12 of the National Service (Technical Personnel) Rules read with section 5 (7) of the National Service (Technical Personnel) Ordinance. After selection each candidate will be asked to sign an agreement in the annexed form.

6. *Passage arrangements.*—When the Tribunals have made their selections, they will furnish the Labour Department with nominal rolls of the candidates selected and arrange with the Provincial Government for the grant of passports. The Government of India will make the necessary arrangements for passages and issue instructions as to when and where the trainees should report. During the voyage, the trainees will be placed in charge of an officer to be selected by the Labour Department who will instruct them in English and endeavour to give them some idea of the English style of living. Before the trainees are despatched to the port of embarkation, the Tribunals will supply them with the outfit referred to in paragraph 3 (1), inter class railway ticket to the port of embarkation, daily allowance at the rate of Re. 1 per day for each day or part of a day of the journey to that port and an extract of the nominal roll referred to above. On arrival on the steamer, each trainee will be given an advance of two months' subsistence allowance.

7. *Employment of trainees on return to India.*—On their return to India, the trainees will be at the disposal of the National Service Labour Tribunals concerned which will decide how best their services can be utilised. No guarantee of employment is given.

8. *Expenditure.*—All expenditure incurred on the scheme in India will be borne by the Government of India and all payments in India except those on account of passages and subsistence allowance will be made through the National Service Labour Tribunals concerned. Expenditure incurred in the United Kingdom will be met by His Majesty's Government.

Form of agreement.

I agree to undergo training in the United Kingdom in accordance with the terms of the "Bevin Training Scheme" which have been read over and explained to me and to report to the Chairman of the.....National Service Labour Tribunal on my return to India.

Signed.....

Dated the of 194 .

*Fitters, turners, millers and grinders.

MR. ALEXANDER SHAW.

8. THE HONOURABLE RAJA YUVERAJ DUTTA SINGH: (a) Has Mr. Alexander Shaw been brought out from England and has he been appointed film expert by the Government of India "to assist in the shooting of documentary films in India"?

(b) What is the exact nature of the work which he has done so far; what are his special qualifications for the post; and what is his pay and other emoluments?

THE HONOURABLE MR. E. CONRAN-SMITH: (a) Yes.

(b) Mr. Shaw is a leading English producer of documentary films who has done important work for the General Post Office, the Empire Marketing Board, the Colonial Office and since the outbreak of the war for the Ministry of Information, London. He has been engaged by the Government of India with the approval of the Film Advisory Board to assist the Board in the production of documentary films designed not only for the Indian, but also for the British, Dominion and American markets. He has been appointed under the Director General of Information as Officer on Special Duty in connection with film production for one year from the 22nd October, 1940 on a salary of £1,000 per annum which is met by a contribution from His Majesty's Government *plus* an allowance of Rs. 700 per mensem while employed in India.

INDIANS IN KASHGAR.

9. THE HONOURABLE RAJA YUVERAJ DUTTA SINGH: (a) Will Government make a statement regarding the general situation in Kashgar, with special reference to Indian interests and the boycott of Indian traders?

(b) Will Government give the approximate number of Indians in Kashgar; and also state what grievances, if any, political or economic, they have to suffer; and what steps have been taken for their removal; and with what result?

THE HONOURABLE SIR GIRJA SHANKAR BAJPAI: Since the latter half of 1937 British Indian subjects and Indian trade in Sinkiang have been subjected to a boycott. From time to time the local people have been prevented from having any dealings with British Indian subjects who have on occasion found difficulty in obtaining the bare necessities of life. Their movements have been restricted and facilities for travel throughout the province have been withheld. In order to represent the disabilities under which British Indian subjects in Sinkiang were labouring, and with a view to securing better treatment for them if possible, permission was obtained for His Majesty's Consul General, Kashgar to visit Urumchi in the summer of 1939. There he was received by the head of the Sinkiang Provincial Government and for a time conditions improved.

Early in 1940 however the situation again deteriorated and there have been several instances of Indians being deported on vague charges.

Strong representations have been made and continue to be made not only to the Local Authorities but also to the Chinese Central Government. So far, I regret to say, there has been little result.

A number of British Indians have left Sinkiang during the last two years and there are now only comparatively few in Kashgar. I am unable to say exactly how many, but information has been called for from His Majesty's Consul General.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : Are Indians being treated in the manner described under the orders of the Central Government in China ?

THE HONOURABLE SIR GIRJA SHANKAR BAJPAI : I should be disposed to say myself, Sir, that this was not the case.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : Who is responsible for the maltreatment of Indians there ?

THE HONOURABLE SIR GIRJA SHANKAR BAJPAI : Presumably, the local authorities, Sir.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : Are the local authorities themselves free in this matter or is any pressure being brought to bear on them by Russian interests ?

THE HONOURABLE SIR GIRJA SHANKAR BAJPAI : My Honourable friend will appreciate that it is not possible for me to say what influences are at work on the local authorities. All I can say is that legally the local authorities are subject to the Central Government of China to whom representations have been made, are being made and will continue to be made.

LEH TREATY ROAD.

10. **THE HONOURABLE RAJA YUVERAJ DUTTA SINGH :** (a) Is it a fact that the flourishing trade between India and Central Asia has virtually come to an end with the closing of the Leh Treaty Road without any warning by the Chinese authorities, with the result that Indian traders are put to immense loss and trouble as their goods are lying at Leh ?

(b) Will Government make a statement regarding the situation in this connection, and what steps have been taken by Government to remove the resultant hardship and loss to Indian traders ?

THE HONOURABLE SIR GIRJA SHANKAR BAJPAI : (a) and (b). The Leh Treaty Road was closed by the Chinese provincial authorities in February, 1938 without warning and consequently goods consigned to Sinkiang which were than in Leh could not be exported to Central Asia. To remove the resultant hardship and loss to traders they were allowed to re-export their goods to Afghanistan in bond up to the end of December, 1940. Traders took full advantage of this concession, though a few of them preferred to dispose of their goods either in Kashmir State territory or in British India. The few traders who still have small consignments in Leh propose to dispose of them locally or to retain a certain quantity for re-export to Central Asia if and when the Treaty Road reopens.

NORTH WEST FRONTIER.

11. **THE HONOURABLE RAJA YUVERAJ DUTTA SINGH :** Will Government make a statement regarding the situation on the North West Frontier, with special reference to the inter-tribal warfare on the Bajaur border, in course of which many persons are reported to have lost their lives and one chieftain, Malik Khanzada, had to surrender ? What steps have been taken to cope with the situation, including the steps taken for the prevention of raids and kidnapping of Indian subjects ?

THE HONOURABLE SIR GIRJA SHANKAR BAJPAI : The situation throughout the greater part of the North West Frontier is satisfactory, and the tribes have given little trouble. The inter-tribal warfare in Bajaur country, to which the Honourable Member has particularly referred, has had no effect on the peace of the administrative border and is in itself unimportant. It was the result of a private dispute between rival tribal leaders, in which the casualties are believed to have been two killed and two wounded on one side and two killed and five wounded on the other. A settlement is now believed to have been reached between the contending parties.

On the Waziristan border, although there has been some improvement, raiding and kidnapping still continue under the influence of the Faqir of Ipi. The measures taken by Government to control the situation on this border have included the strengthening of the Frontier Constabulary, whose function it is to protect the districts from raiding gangs, and the occupation by civil forces of adjacent tribal areas in which such gangs sought refuge or set up their headquarters. Deterrent action is also taken in all cases of raiding and kidnapping both as a punishment and in order to prevent recurrence of similar incidents in future. Pressure is maintained by means of *barampla* (meaning the arrest of tribesmen or the detention of their property until satisfaction is obtained) and by fine. Every endeavour is also made to prevent the payment of ransom for captives, since such payment acts as an incentive to further outrage.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : To what extent have the recommendations made by the Caroe-Jiwan Lal Kapur Committee been carried out ?

THE HONOURABLE SIR GIRJA SHANKAR BAJPAI : I should like to have notice of that question, Sir.

SUPERINTENDENTS OF POSTS OFFICES IN ASSAM.

12. THE HONOURABLE MAULVI ALI ASGAR KHAN : (a) Will Government state how many Divisional Postal Superintendents are there in Assam and whether they are native of the province and if so, how many ?

(b) Will Government state whether due consideration is shown to the candidates from the province when appointments are made and whether there is any quota fixed for the province in the cadre of such service. If not, why not ? Do Government propose to fix a quota ?

THE HONOURABLE MR. S. N. ROY : (a) Three ; none of them is a native of Assam.

(b) The service of Superintendents of Posts Offices is an All-India Service of which 50 per cent. of the vacancies are filled by direct recruitment on the results of an open competitive examination held by the Federal Public Service Commission. This recruitment is not made on a provincial quota basis and Government do not propose to fix any such quota. The remaining vacancies are filled by promotion from departmental employees. The best candidates are selected irrespective of the province of their origin.

WAITING ROOMS FOR LADIES ON THE A. B. R.

13. THE HONOURABLE MAULVI ALI ASGAR KHAN : Is there no waiting room accommodation for ladies in most of the stations on the A. B. R. ? Do passengers suffer considerable inconvenience specially

during the rainy season for want of such accommodation? Do Government propose to take necessary steps to remove the public grievance?

THE HONOURABLE MR. L. WILSON: There are 305 stations open to passenger traffic on the A.B.R., and from available information, it appears that at 135 stations there is waiting room accommodation for ladies travelling in the intermediate and third classes and in addition there is accommodation at five stations for ladies travelling in the intermediate class.

At 51 stations there are upper class waiting rooms, but information is not available as to the number of these at which there is separate accommodation for ladies.

The accommodation provided would appear to be on a reasonably adequate scale and Government have received no complaints.

NORTH EAST FRONTIER.

14. THE HONOURABLE MAULVI ALI ASGAR KHAN: Is there any Battalion of the Government of India to guard the North Eastern Frontier and whether the Assam Rifles is such a Battalion? Does the Province of Assam pay a fair portion of the cost of maintenance of the Assam Rifles? If so, do Government propose to exempt the Province of Assam from bearing such a cost for the Battalion?

THE HONOURABLE SIR GIRJA SHANKAR BAJPAI: As regards the first part of the question, it is not in the public interest to disclose the detailed arrangements for the defence of any part of India's frontier.

As for the latter part of the question, the Assam Government's contribution towards the maintenance of the Assam Rifles is 12/58ths of the total cost. The Government of India do not propose to make any alteration in the incidence as between central and provincial funds.

ADDRESS OF THE PRESIDENT AND RESOLUTIONS PASSED BY THE ALLAHABAD CANTONMENTS RESIDENTS CONFERENCE.

15. THE HONOURABLE MR. P. N. SAPRU: (a) Has Government received copies of—

(i) the address of the President of the Allahabad Cantonment Residents First Conference, held on 5th January, 1941; and

(ii) the resolutions passed at that Conference?

(b) If so, will Government state what action it proposes to take on the matters mentioned in the address and resolutions?

THE HONOURABLE MR. A. DEC. WILLIAMS: Sir, His Excellency the Defence Member is unavoidably away on tour. He had expressed a wish that as many as possible of his questions should await his return so that he could

answer them himself. As, however, these questions have been placed on the printed list, I am here to answer them on his behalf.

THE HONOURABLE THE PRESIDENT : He has also written to me giving reasons for his absence.

THE HONOURABLE MR. A. DEC. WILLIAMS : The answer to question No. 15 is—

(a) (i) and (ii). Yes.

(b) The matter is under consideration and no decision has yet been taken.

ENHANCEMENT OF HOUSE TAX IN THE ALLAHABAD CANTONMENT.

16. THE HONOURABLE MR. P. N. SAPRU : (a) Has Government received the grounds of objections against the enhancement of house tax and the newly proposed professional tax by the Allahabad Cantonment ?

(b) Is Government aware that these taxes are hard upon the residents of the Cantonment and there is dissatisfaction amongst them ?

(c) Is Government also aware that due to these taxes the position of the residents of the Cantonment has become worse than that of the residents of the adjoining Municipality of Allahabad and do Government propose to examine the position ?

THE HONOURABLE MR. A. DEC. WILLIAMS (on behalf of His Excellency the Commander-in-Chief) : (a), (b) and (c). Copies of some objections have been received. As, however, the proposals regarding the taxation have not yet been received, the latter parts of the question do not at present arise.

SIR ARTHUR PARSONS.

17. THE HONOURABLE MR. P. N. SAPRU : Will Government state—

(a) Whether Sir Arthur Parsons was deputed to visit the various provincial and other important centres on behalf of the Government of India ?

(b) The nature and object of his visit ? and

(c) Whether his consultations were confined to officials only or included public men also ?

THE HONOURABLE MR. E. CONRAN-SMITH : (a) Yes.

(b) To give information about, and to receive criticism of, the war measures of Government in a way which would enable both him and his audience to speak informally and freely.

(c) I am not sure how the Honourable Member would define " public men " but Sir Arthur met both officials and non-officials.

I may add that Sir Arthur was on leave at the time, that he remained on leave and that his mission cost Government nothing except the expenses of his travelling and the pay of a stenographer and two peons.

ELIGIBILITY OF INDIANS FOR THE ROYAL AIR FORCE.

18. THE HONOURABLE MR. P. N. SAPRU : Will Government state whether Indians are eligible for appointment to the Royal Air Force in India ? If not, why not ?

THE HONOURABLE MR. A. DEC. WILLIAMS (on behalf of His Excellency the Commander-in-Chief): No, because it is more appropriate for Indians in India to enter the Indian Air Force, just as they enter the Indian Army and not the British Service.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU: What are the reasons which led His Majesty's Government to decide in favour of the admission of Indians to the R. A. F. in England and against their admission to the R. A. F. in India?

THE HONOURABLE MR. A. DEC. WILLIAMS: I cannot attempt to give the reasons which actuated His Majesty's Government, but it must be apparent that as there is no Indian Air Force in England Indians, if they were to be recruited to any Air Force in England, had to be recruited to the Royal Air Force.

THE HONOURABLE MR. P. N. SAPRU: Sir, who pays for the Royal Air Force stationed in India?

THE HONOURABLE THE PRESIDENT: The Honourable Member has refused to answer that question.

THE HONOURABLE MR. P. N. SAPRU: The Honourable Mr. Williams has not refused. He has simply remained silent.

THE HONOURABLE MR. HOSSAIM IMAM: May I put it in another way? Is it a fact that the Indian exchequer pays for the cost of the R. A. F. in India?

THE HONOURABLE MR. A. DEC. WILLIAMS: I am afraid, Sir, I am not prepared to go into a detailed statement of military finance in connection with this question.

THE HONOURABLE THE PRESIDENT: You can ask for notice of this question.

MEMBERS OF THE CENTRAL LEGISLATURE IMPRISONED OR DETAINED SINCE THE OUTBREAK OF WAR.

19. THE HONOURABLE MR. P. N. SAPRU: Will Government state—

(a) The number of members of the Central Legislature who have been detained or imprisoned since the war began?

(b) In the case of those imprisoned the sentences passed on them?

(c) The names of those imprisoned or detained by Government?

(d) The special facilities, if any, provided for them as prisoners or detenus? and

(e) The names of newspapers, if any, allowed for them?

THE HONOURABLE MR. E. CONRAN-SMITH: (a) to (c). I lay a statement on the table giving such information as is available.

(d) and (e). These are matters for the Provincial Governments concerned and depend on the classification of the prisoners.

Statement of Members of the Central Legislature who have been imprisoned or detained.

Name.

Sentence.

LEGISLATIVE ASSEMBLY.

Madras.

1. Mr. T. S. A. Chettiyar . . . 6 months rigorous imprisonment.
2. Mrs. Radhabai Subbarayan . . . 6 months simple imprisonment.
3. Mr. M. Anantasayanam Ayyangar . . . 9 months simple imprisonment.
4. Mr. K. Santanam . . . 12 months rigorous imprisonment.
5. Mr. S. Satyamurthi . . . 9 months simple imprisonment.
6. Mr. M. Thirumala Rao . . . 18 months rigorous imprisonment and Rs. 200 fine or in default 6 months rigorous imprisonment.
7. Prof. N. G. Ranga . . . (1) On 2nd April, 1940 12 months rigorous imprisonment and Rs. 500 fine or in default 6 months rigorous imprisonment and (2) on 12th August, 1940 4 months simple imprisonment to run concurrently with the first sentence. (3) Re-arrested under the Defence of India Rules on the expiry of his sentence.

Bombay.

8. Mr. N. V. Gadgil . . . 18 months simple imprisonment.
9. Mr. K. M. Jedhe . . . 18 months rigorous imprisonment.
10. Mr. Bullabhai J. Desai . . . Detained under rule 26 of the Defence of India Rules.

Bengal.

11. Mr. Subhas Chandra Bose . . . Detained under rule 26 of the Defence of India Rule (subsequently released).

United Provinces.

12. Mr. Mohanlal Saxena . . . 12 months simple imprisonment.
13. Mr. Pyarelal Sharma (since deceased) . . . 12 months simple imprisonment.
14. Mr. Sri Prakash . . . 12 months simple imprisonment.
15. Mr. Bhadri Dutt Pande . . . 3 months simple imprisonment.
16. Sardar Jogendra Singh . . . 15 months rigorous imprisonment and Rs. 100 fine or in default 6 months rigorous imprisonment.
17. Maulvi Abdul Majid . . . 18 months simple imprisonment.

Punjab.

18. Raizada Hansraj . . . 6 months simple imprisonment.
19. Sardar Mangal Singh . . . 12 months rigorous imprisonment.
20. Lala Sham Lal . . . 9 months simple imprisonment.

Bihar.

21. Mr. Satyanarayan Sinha . . . 12 months rigorous imprisonment.
22. Mr. Gauri Shankar Singh . . . 12 months rigorous imprisonment.

Central Provinces and Berar.

23. Seth Govind Das . . . 12 months rigorous imprisonment and Rs. 500 fine or in default 3 months rigorous imprisonment.

*Statement of Members of the Central Legislature who have been imprisoned or detained—
contd.*

Name.	Sentence.
LEGISLATIVE ASSEMBLY.	
<i>Central Provinces and Berar—contd.</i>	
24. Seth Sheo Dass Daga	9 months simple imprisonment and Rs. 200 fine or in default 2 months simple imprisonment.
25. Pandit Shambhudayal Mishra Delhi.	6 months rigorous imprisonment.
26. Mr. Asaf Ali	12 months rigorous imprisonment.
COUNCIL OF STATE.	
<i>Central Provinces and Berar.</i>	
27. The Honourable Mr. Brijlal Biyani	12 months rigorous imprisonment.

EMERGENCY COMMISSIONS.

20. THE HONOURABLE MR. P. N. SAPRU : Will Government state—

(a) The names of districts and areas where selection is made for emergency commissions ?

(b) The total number of candidates so selected ? and

(c) The number of Anglo-Indians and Domiciled Europeans who have received emergency commissions in the Land and Air Forces of the Indian Army ?

THE HONOURABLE MR. A. DEC. WILLIAMS (on behalf of His Excellency the Commander-in-Chief) : (a) Preliminary selection is made at the headquarters of Military Districts and Brigade Areas, a list of which is laid on the table.

(b) The total number of candidates so selected for emergency commissions up to the present is 2,610.

(c) The figures for Anglo-Indians and Domiciled Europeans who were selected by the first two Central Interview Boards and who have subsequently received emergency commissions in the Indian Army are not available ; but four Anglo-Indians were selected in July, 1940 and have received commissions. None of those selected by subsequent Boards who are 71 in number have so far been commissioned. No Anglo-Indian or Domiciled European has received a commission in the Indian Air Force.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : May I know the total number of Indians recruited for the I. M. S. ?

THE HONOURABLE MR. A. DEC. WILLIAMS : In addition to the numbers which I have given, 631 Indians and eight Europeans have been selected for emergency commissions in the I.M.S.

THE HONOURABLE MR. N. K. DAS : May I know, Sir, how many Indians have been given emergency commissions and to what parts of India they belong ?

THE HONOURABLE MR. A. DEC. WILLIAMS : As regards the first half of the question, the number of Indians is 1,076. The second half of the question would necessitate a very long answer.

Statement referred to in reply to part (a) of question No. 20, showing military districts and areas where selection is made for emergency commissions.

Peshawar District.

Kohat District.

Waziristan District.

Rawalpindi District.

Lahore District.

Meerut District.

Lucknow District.

Presidency and Assam District.

Western (Independent) District.

Bombay District.

Deccan District.

Madras District.

Delhi Area.

Sind Area.

Jubbulpore (Independent) Area.

MILITARY DAIRIES.

21. THE HONOURABLE MR. SHANTIDAS ASKURAN: Will Government state—

(a) At how many places are there military dairies in India?

(b) How much of their output is used for the Military Department and how much is sold to the public?

(c) Whether the prices at which the products of the military dairies are sold to the public are lower than the prices at which dairies run by private enterprise can compete?

(d) Whether any complaint about unfair competition was received by Government directly or through the Director of Dairy Research?

(e) What steps do Government propose to take with regard to the avoiding and ending the uneconomic competition with *bona fide* private enterprise in the territories served by the military dairies?

(f) Whether Government have accepted the principle that State enterprise set up for purposes of the State should not compete with private enterprise in the matter of dairy products?

THE HONOURABLE MR. A. DE C. WILLIAMS (on behalf of His Excellency the Commander-in-Chief): (a) There are 56 military dairies and depots in India.

(b) Separate statistics of sales made to persons not in Defence Department employ are not maintained, but they are not considerable as the surplus only is disposed of to the public after all military requirements have been met. Certain jails and civil hospitals are supplied under the following conditions:—

(1) Competitive tenders are not submitted by military dairy farms.

(2) The authorities concerned must make a specific request and must state in writing that all efforts to obtain a satisfactory supply from other sources have failed.

(c) No. The prices of military dairy farms are usually higher than local prices.

(d) Yes.

(e) and (f). Yes. Government have accepted the principle that State enterprise should interfere as little as possible with private enterprise. The military dairy farms have standing orders not to advertise or push the sales of these surplus products in any way. Instructions to this effect will be repeated and steps will be taken to ensure that they are strictly followed.

GENERAL DISCUSSION OF THE RAILWAY BUDGET FOR 1941-42.

THE HONOURABLE THE PRESIDENT : The discussion will now proceed on the Budget, Part I. I may mention that I do not propose to fix any time limit and I will leave the duration of speeches to the good sense and judgment of Honourable Members. I may also point out that Sir Andrew Clow is busy elsewhere but he will be here about 12 noon and will generally answer the debate later in the day.

***THE HONOURABLE MR. HOSSAIN IMAM** (Bihar and Orissa : Muhammadan) : Mr. President, I wish to make a statement on behalf of my Party with your permission as my Party does not wish to participate in the debate.

THE HONOURABLE THE PRESIDENT : Yes.

THE HONOURABLE MR. HOSSAIN IMAM : The published report of the Railway Member's closing speech in the Legislative Assembly shows that the Muslim League Party's demand has been completely misunderstood and our case has been deliberately distorted. I do not wish to discuss even this narrow issue beyond clarifying our position by mentioning a few of our demands and repudiating one of the false charges against us. The individual cases of hardship, miscarriage of justice and victimization are many but we leave them aside for the present. Firstly, our grievance is that since the fixation of a communal ratio for direct recruitment to the superior posts Muslims have not received even three-fourths of that quota. The superior posts are all of one class but our quota is fixed in each branch separately and there is no interchange, as is done in the case of Anglo-Indian recruitment. Secondly, unduly large numbers of posts are filled by promotion on communal grounds to keep out Muslims. In all civil services there is a fixed percentage between 20 and 33 for promotion. There is no fixed proportion on the railways for filling up by promotion. Thirdly, we do not want 25 per cent. share in the promotions. This is a complete mis-statement. What we demand is 25 per cent. in the total recruitment, no matter whether you give it by promotion or by direct recruitment. Fourthly—

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : May I interrupt the Honourable Member and ask him whether he is talking of the senior posts to which men are appointed by promotion or to the lowest posts to which they are directly recruited ?

THE HONOURABLE MR. HOSSAIN IMAM : I was referring to the superior appointments made under the Public Service Commission. Fourthly, we want direct recruitment in the intermediate grades like the lower gazetted staff and have been asking for it since 1931, as will be apparent if the Honourable Member will look up the memorandum which was prepared by his Department in February, 1931.

I wish to assure my friends on the right that this is not a Hindu-Muslim question. It is the eternal triangle. The Europeans and Anglo-Indians have secured 14 posts in the lower gazetted staff by promotion against 13 given to the Hindus, one to the Muslims and one to the other minorities. The Honourable Member was about to prove that Euclid was wrong when he said that two sides

*Not corrected by the Honourable Member. •

of a triangle are greater than the third. He has just kept to the truth of that by one. There are 15 children of the soil against 14 outsiders who have been given these posts by promotion. And in the case of superior posts Dr. Kunzru will find that two Europeans have been promoted against one Hindu. It is not only a complaint of the Muslims against the Hindus, as has been miscoloured. The Railway Member is a profoundly religious man of deep convictions

THE HONOURABLE MR. P. N. SAPRU : Is the Honourable Member making a statement or a speech ?

THE HONOURABLE SIR DAVID DEVADOSS : How is this relevant to the present question ?

THE HONOURABLE MR. HOSSAIN IMAM : I can show how. He has been biased against us by those who surround him. His belief and trust in the impartiality of his officers is so great that he thinks none of them have the human failing of communalism. You will see, Sir, that in these circumstances no useful purpose will be served by our intervention in the discussion of the Railway Budget. The Muslim League Party in this House and in the other place have therefore decided to abstain from participation as a protest against the Government's attitude towards our case.

THE HONOURABLE THE PRESIDENT : I have always understood that for many years the Honourable Member has been a champion of merit and ability alone and now he has taken up this position.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : If it is not really a Hindu-Muslim question, we have jointly to fight the Government in order to promote the appointment of Indians. Why should he leave us alone to make that fight ?

THE HONOURABLE MR. HOSSAIN IMAM : Come out with us.

THE HONOURABLE THE PRESIDENT : I cannot allow any further discussion.

(At this stage the Members of the Muslim League Party left the Chamber.)

THE HONOURABLE MR. J. H. S. RICHARDSON (Bengal Chamber of Commerce) : Sir, the Budget, presented in this House by the Honourable the Chief Commissioner for Railways reveals a position that all of us must regard as most satisfactory. There can be few who when the Railway Budget was presented a year ago expected so satisfactory an outcome of the year's working. Great and startling as have been the changes in the war situation during the past year these have fortunately not been reflected in the railway revenues in this country. Not only in this House, but in the country generally there will, I feel sure, be widespread satisfaction at the capacity of the railways, more especially at this time, to make so substantial a contribution to central revenues as they are expected to do in the current financial year and in the year upon which we are about to enter.

It is of course true that no inconsiderable proportion of this contribution has come about as a direct result of the increase in fares and freights imposed a year ago, but while these increases have been realized in the main from the general taxpayer they represent also, at least to some extent, a contribution recovered from India's customers of whom perhaps the largest at this time is

[Mr. J. H. S. Richardson.]

His Majesty's Government. There can, I think, be no doubt in the mind of any of us that the increased activity in Indian industry reflected as it is in the improved earnings of the railways is a direct result of the enormous purchases made in this country by His Majesty's Government or their Agents. India as a whole, therefore, has largely benefited as a result of the Empire's war effort; and the increase in fares and freights imposed a year ago is, I believe, a small price to pay having regard to the general improvement in which so many of this country's great industries have shared.

From another aspect also the increased contribution now being made by the railways to central revenues is a matter of the first importance. As Honourable Members of this House are well aware the main heads of the central revenues are limited in number and under one of these heads at least—I refer to Customs—the war has resulted in a serious falling away in revenue. Although in a great struggle such as that in which we are now engaged there is none of us that grudges the increased contribution that all must make to provide funds urgently required for the sinews of war, at the same time, there is obviously a limit beyond which the raising of revenue by means of direct taxation can be considered as a policy that is financially sound. To the extent therefore that the substantial contribution made by the railways relieves the general taxpayer in respect of other heads of taxation, it is welcomed and the Finance Member must, I am sure, count himself fortunate in the good management and also in the good fortune that has enabled the railways to help him so tremendously.

I do not propose to take up the time of the House by a long speech commenting upon the details of the Budget now under discussion. There are, however, one or two points to which I should like to refer. The first is the decision of Government to acquire three important railway systems—one of which has already been taken over—and two others that are about to be taken over. The acquisition of Company-owned railways is a policy already accepted by Government and approved by the Legislature and in giving effect to it at this time Government have taken advantage of the relatively happy financial position in which they are now placed. The purchase of these railways has in fact largely been made possible by the accumulation in London of large sterling balances and will result in a small but nevertheless important reduction in Government's annual remittance liabilities. At the same time I fully share the views expressed by the Railway Member in another place regarding the need for introducing a system containing characteristics more frequently found in private enterprise than in concerns under bureaucratic control without which the acquisition may indeed not only prove unprofitable but may also lose the urge to efficiency to the detriment of the public.

Secondly, Sir, I feel that by their decision to dismantle no fewer than nine unremunerative lines—there is a possibility, too, that more may be dismantled—Government have not only relieved the railways of a burden but have also made an important contribution to the Empire's war effort, more especially in the Near and Middle East.

Thirdly, Sir, I should like to make a brief comment on the provision in the Budget for dearness allowance for workers on lower grades of pay. If the price level is rising that is obviously a case—as the Dearness Allowance Committee say—for improving the wage position of those workers of the poorest classes on low grades of pay upon whom the burden of rise in prices falls most severely which fact no fair-minded man will fail to recognize. All of us would like to see a steady rise in the standard of living among the working classes in India.

It is, however, worse than useless to assume some theoretical basic minimum for wages. Wages and the prices of commodities essential to working class family budgets must clearly go hand in hand. It is equally important for us to bear in mind that to raise unduly wage standards in concerns like the railways that are little if at all exposed to competition is fundamentally dangerous. Those who have studied such matters will, I feel sure, bear me out when I say that in the United Kingdom pressure by certain strongly organized bodies of workers to secure better terms for themselves have during the last 20 years undoubtedly enabled some sections in England largely to benefit at the direct expense of those of their fellow-countrymen engaged in less developed industries. If India is to develop industrially, as we all hope she will, we must guard against similar developments in this country. In the case of railways which serve all classes of industry it is obvious that any undue rise in their scale of pay must operate adversely on employees in other industries which depend for their existence on their ability to pay their way. Thanks to the wise measures adopted by the Government of India and by the Provincial Governments since the outbreak of the war we have not yet seen any serious rise in the prices of essential commodities—essential, that is, to the cost of living and to family budgets. Some rise of course there has been but that rise has by no means extended proportionately over all industries. It is well I think that we should bear this in mind. Take for example the coal industry. The Government are in a position to exercise—and more than once they have not hesitated so to exercise—their full powers to force down coal prices though workers engaged in the coal industry are no less exposed than the railway men themselves to the tendency towards any rise in prices in essential commodities. In so far as therefore the coal industry is contributing—and it is contributing substantially—to the improved revenues of the railways the workers no less than employers in the coal industry are contributing to those favourable financial results from which will have to be met the railway workers' claim to improved wage terms for themselves. The same is no less true of other industries in which railway freight charges enter largely into their cost of production.

What Government's decision on dearness allowance will be I naturally do not know, but I trust they will bear in mind the point that I have raised. It is also no less important that they should remember that merely to increase the pay of certain grades of railway workers is by itself not likely to achieve its purpose unless it is accompanied by stringent control of prices more especially in areas affected. I trust therefore that the Government of India and the Provincial Governments will watch most closely the trend of prices in the bazars principally used by railway workers. This point is perhaps of special importance in great ports and industrial centres such as Bombay and Calcutta, for in centres such as these it is not only railway workers who frequent these bazars. Apart from that it is clear that the port railway workers will reap no benefit at all if on the one hand their rate of pay is increased and on the other hand their cost of living again rises. If close attention is not paid to this important matter any decision now to give dearness allowance on the basis recommended by the Court of Enquiry will inevitably give a strong impetus to the spiral of rising prices which—as I understand it—Government hope to avoid.

Finally, Sir, I would like to say a word about the surcharge on coal. As I understand it, Government claimed last year that even the 20 per cent. surcharge imposed from 1st November to 31st March was less than the increase then imposed on other commodities since this 20 per cent. was in fact only 6½ per cent. of the existing scale of rates for coal whereas the enhancement on most commodities was two annas in the rupee or 12½ per cent. Secondly,

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Government claimed that the reduction of the surcharge from 20 per cent. to 15 per cent. for the months from April to October inclusive was preferential treatment to coal mainly because Government was anxious to avoid imposing anything that would be regarded as an appreciable burden on industry. Thirdly—and this I think was the principal reason—that Government desired to encourage those manufacturers who could do so, to secure coal in the season when the wagon position was normally easier and so reduce the difficulties in the winter months.

What is really boiled down to was that to help Government in its difficulties over shortage of wagons, consumers were penalized to the extent of an extra three annas per ton on all coal freighted between November and March. The Railway Member said last year that Government estimated their proposals meant an average increase in coal freights of less than two annas a ton until November and about 5 annas for the remaining months.

Sir, I am aware that in 1935 there was a surcharge of 15 per cent. on coal freights without a maximum and in that year, to help the industry, Government gave a concession and reduced the surcharge from 15 per cent. to 12½ per cent. and imposed a maximum of Re. 1 per ton. It can be claimed therefore that the increase from 1st March, 1940 and the removal of the maximum merely re-enacted the 1935 position and, as I have said, Government state that the extra 5 per cent. from 1st November to 31st March was less than increases imposed on other rates.

Sir, I maintain that you cannot compare coal with other commodities and that Government admit this by their expressed anxiousness to avoid imposing any appreciable burden on industry. Despite this, however, a burden has been placed by the penalizing 5 per cent. surcharge on all those manufacturers who for financial and other reasons cannot take their coal requirements in the off-season. Some have no storage accommodation, some have modern plants constructed to take into use coal direct from wagons as they are railed in and stocking involves extra-handling charges. Some object to coal lying out in the rains for a long period.

Despite these difficulties, however, it appears from the abnormal demand for coal just previous to the months carrying the extra 5 per cent. surcharge, that many consumers did in fact take extra stocks and consequently to this extent, the wagon shortage has been relieved. But what has been the effect on the coal industry and what is the burden it has to bear? Briefly it is this—Labour happens to be plentiful in the wagon shortage season but the result of the surcharge at the moment is that partly due to consumers having taken in stocks, despatches have shown a serious falling off, and when I visited the coalfields at the beginning of this month, I saw very large accumulations of raisings necessitating the reduction of outputs at a time when labour is plentiful. Thus it looks as if coal-owners will have the difficult task of trying to raise a maximum output when labour is short and decrease in the very months when an increase is practical.

It was mentioned the other day by the Railway Member in another place that the coal industry had had extraordinarily good exports and was not in a languishing condition. I do not deny that that statement correctly reflects the position if applied to the period covered by recent reports and accounts of companies. But the position today is far from rosy since shipments in the Far East have fallen off almost entirely and the effect on labour of having severely to restrict raisings is one which both Government and industry cannot ignore.

Sir, whilst I appreciate the difficulties of the wagon position and the consequent urge in the present circumstances for Government to try some expedient to encourage the principle of building up coal stocks in the off-season, at the same time, I have endeavoured to explain and emphasize the difficulties on the other side of the picture. The position and importance of the coal industry *vis-a-vis* other industries cannot be disregarded and I hope Government will bear in mind the points I have made.

THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS (Punjab : Non-Muhammadan) : Sir, I congratulate the Honourable the Railway Member and the Honourable the Chief Commissioner for Railways on their good luck in getting such an unprecedented surplus in railway income ever since railway finance was separated from general finance. But I am sorry I cannot congratulate them on the decision that the Government have arrived at, to give absolutely no relief to the taxpayer and to the railway travelling public or to the trade. Sir, under estimation of income has now become a matter of tradition for the Railway Budget. Every year we find that the actuals exceed the estimated amount. Railways last year needed Rs. 5½ crores to meet their requirements. This year they have found that the actual working has produced a very big surplus of Rs. 6½ crores above their estimate as this tradition has been maintained. We find that, for reasons which we cannot understand, the Government has come to the conclusion that no relief to the taxpayer is necessary on the event of this unprecedented surplus.

Sir, from the figures that we have before us I find that the increase in earnings from passenger fares is very considerable. Notwithstanding that fact, Sir, the Railway Department has not seen its way to increase amenities for travelling public. What have they done, Sir ? I feel very disappointed at the decision of the Railway Department to do practically nothing in the way of improving or increasing their amenities. On page 24 of the Explanatory Memorandum, I find that to the N.W.R. only Rs. 19,000 has been given for such amenities. What a paltry sum. When the railways gets such a heavy surplus, even then they are not to bear the burden of increased amenities for the travelling public. I think that is most unjust and uncalled for—not to increase a single raised platform. I have on several occasions drawn attention to the fact that raised platforms are a necessity. Ladies in an *enciente* condition have to alight from carriages and in some cases there have been miscarriages. For the N.W.R. not even one pie is allotted for platforms. Nor have they provided anything for the improvement of sanitary arrangements. I should like the Chief Commissioner for Railways to kindly explain why such indifference has been shown by the Railway Department towards providing amenities for the poor passengers who have contributed the large share of this unprecedented surplus. That, Sir, is against all principles of working commercial lines. On the E.I.R. which subscribes most of the revenues of the railways, a paltry sum of Rs. 1,000 has been earmarked for amenities. Can you ever call that justice ? Never, Sir. Except on the B.B. and C.I.R., where Rs. 1,58,000 has been provided for amenities, on all other railways the amount provided for amenities is practically nil. I would like the Honourable the Chief Commissioner to explain why so much indifference has been shown in connection with amenities for passengers.

I now come to the question of the manufacture of railway locomotive engines. I deplore the decision of the Government that for various reasons they cannot start the manufacture of locomotives in India on a reasonable scale. I find they have given a small order to the Ajmer workshops for a

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small number of locomotives. That is simply eyewash. When Government are spending huge sums of money in time of war, they do not find even this time suitable for establishing a locomotive workshop forthwith.

THE HONOURABLE THE PRESIDENT: There is the difficulty of getting materials from England.

THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS: I admit, Sir, that there is difficulty of getting materials from England. But my information is that such materials can easily be procured from America. I have some personal knowledge how Government have been able to import from America certain heavy machinery for the manufacture of munitions. Where there is a will there is a way. Government have given no assurance whatsoever as to whether they are prepared, soon after the termination of the war, to undertake the manufacture of all the locomotives needed in India. The Department themselves say that they will fall short of boiler plates, and wheel axles for wagons so much so that they are not likely to get even half the requirements of even rails. We have been agitating in this House and in another place that Government should make India self-contained. From the last war Government have learnt a great lesson. Although they depended a great deal upon the imported stuff, the time has come when they would feel the pinch, and they must owe a deep debt of gratitude to the Tata Iron Works, for, in case these works had not been established in India, Government would have had to face a difficulty which could not be surmounted. Why did not Government in the past look ahead and establish works for manufacturing such and other spare parts of machinery? It can be done. Whenever Government want to do a thing, they do it; when they do not want to do so, they make all sorts of false excuses. I will give an illustration to prove this. On the floor of this House I advocated the establishment of wireless stations so that we may be at par with other civilized countries in the world. The then Finance Member told this House, "What good is wireless to the cultivator?" The following year, perhaps at the dictation of Whitehall, the same Finance Member provided Rs. 98 lakhs or thereabouts for wireless. That is how the Government of India acts. When they want to do a thing, they will do it. There was no revolutionary change in the nine or ten months intervening between the time when the Finance Member, on the floor of both the Houses, said that wireless was of absolutely no use to the cultivator and it was a waste of money to undertake that work, but a few months later he provided about a million for wireless. That proves that excuse was all false. When Government felt the necessity of wireless for political and other reasons, they undertook it immediately. I should like to know from the Honourable the Chief Commissioner, in case they are hopeless of getting these boiler plates and wheel axles from England, has he tried to secure them from America, and if not, for what reasons? As far as rails are concerned, my information is that Government is reserving orders for rails for the British firms. If I am wrong in my impression, I hope the Honourable the Chief Commissioner will put me right. I hold that as renewal of tracks has not been done according to Government's own decisions and the work has been allowed to fall into arrears so this difficulty arose. I hope the Honourable the Chief Commissioner will give us some explanation why rail renewals was delayed and who is to blame for this crisis now which has arisen by non-purchase of sufficient rails.

I now come to the purchase of certain Railways. I am glad that Government have after all decided to buy the B.B.&C.I.R. and the A.B.R. Perhaps

the reason which appeals to me, may be the reason at the bottom of that decision, namely, that in the capital of these two railways Government have over 90 per cent. share. If Government had not purchased those railways now, another Rs. 6 crores or so would have been added to the general revenues and they would have also helped in the execution of the war and reducing further taxation. However, I am glad that after all the recommendations of the Acworth Committee have been carried out. Government sometimes accept the proposals of some committees, and sometimes they lie buried in their offices and never see the light of day.

THE HONOURABLE THE PRESIDENT: They are paying railways and will add enormously to the revenues of Government.

THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS: They are paying railways, Sir? I have the information before me that the A.B.R. is a heavily losing concern and that is the reason put forward by the Railway Department itself for its acquisition because the deficits are to be met from public funds, it is much better to acquire it. In the case of the B. and N.W.R., which is paying a dividend of 15 of 20 per cent., and about acquisition of which I have been agitating on the floor of this House for years, Government have not yet seen their way to acquire that railway by giving notice required. They slept over it and allowed the contract to be extended. In this connection there were all sorts of rumours. Some say Scotch influence; others said various high dignitaries, including some of the Indian retired officials being on its Directorate the Government had not the courage to displease them. Those reasons may be right or wrong but the fact is there, that notwithstanding such a heavy profit accruing to the B. and N.W.R. Government has not seen its way yet to give notice to acquire it. So, Sir, it is not merely the question of profit which induces the Government of India to purchase railways. These two illustrations which I have given are ample proof that whatever I say is correct.

I wish to bring it to the notice of the Honourable the Railway Member and the Chief Commissioner for Railways that when the E.I.R. was acquired, just before the acquisition the then authorities of that railway all of a sudden recruited a lot of Anglo-Indians. It is a fact which cannot be denied because documents prove it. I wish to bring to the notice of both the high officials of the railways that this sort of thing should not be allowed to happen in the case of the B.B. & C. I.R. and the A.B.R. The position of the Government then was that they had to take over the staff as it was. This blunder should not be repeated and Government must see to it that in this transitory period these two railways are not allowed such sudden recruiting on the basis of racial discrimination.

I now come to a most important point in railway working and that is racial discrimination. The late lamented Her Majesty Queen Victoria gave a magna charta to India when she among other things proclaimed that in the services there will be no distinction of caste, colour or creed. I deplore that a communal policy was accepted by the Government of India. In commercial departments efficiency must be the chief factor on which recruitment should be based. But because it is now the adopted policy of the Government I ask the Honourable the Railway Member and the Honourable Chief Commissioner how they justify the proportion of Anglo-Indians on Indian railways? I am sorry that instead of expressing their grouse the Muslim League Party in this House has walked out. I admit that those communities who were backward in education are now qualifying themselves, but the bigger share for them

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must not be taken only from Hindus and others. Why not take a share from the Anglo-Indians? Where is the justification of maintaining the percentage of Anglo-Indians at the expense of Indians? I could give you the figures to show how the Anglo-Indian proportion has jumped. Now Indian Christians and others are classified as Indians and whenever there is any debate in the House we find it very difficult to get the proper figures of what the proportion is. I would therefore request the Honourable the Railway Member and the Honourable the Chief Commissioner that in future when the budget discussion takes place both Houses of the Central Legislature must be given information in the report as to how Indianization has progressed, how the various proportions of the communities have been and what future steps Government is going to take in the recruitment of the various services and in fixing percentages in railway service.

Now, Sir, it is well known to all that in railway workshops and the running staff on locomotives, the great majority of labour is paid on daily wages. Their number is never taken into account when working out the communal proportion. Why? I have not so far been able to understand. It is said as they are temporary employees so they are not taken into account. But we know that though many of such temporary staff have put in over 15 to 20 years' service they are still regarded as temporary. Is that fair? There must be some fixed rule that in the case of staff who have put in 15 or 10 or whatever period of years of service you care to fix, they should be treated as permanent staff for the purpose of arriving at the communal proportion. To leave such staff out altogether for this purpose shows undue favouritism. And notwithstanding that undue favouritism it pains me to see that a certain Party in our House has walked out because the Honourable the Railway Member did justice and gave a right reply to their undue demand. I give every credit to Sir Andrew Clow for the courage he has shown for the first time in the House in flatly refusing an unjust demand.

Then I come to the matter of the dismantling of railway lines. In the papers before me the railway authorities say that some of these lines were superfluous and others were unremunerative and therefore they are being dismantled. I would like to know who was responsible for putting up these unremunerative or superfluous lines? Why was India's money so recklessly wasted? Then comes the question, if later they are considered to be works of utility, how will they be replaced and who will replace them? Whatever may be the reason given for dismantling these lines, my own view is that they are being dismantled for war purposes. Very well, I say do it, but why do they say that they are unremunerative and one thing and another? We are people who want the war to be pursued and the war to be won. Politics has no morals and one can easily say anything diplomatically, but the actual fact seems to be is that these lines are required for the prosecution of the war and after the war the War Office must replace them irrespective of cost. We do not want to speculate in this matter. We find from practical experience that after the war prices increase and it may be difficult for the Government of India in those circumstances to lay even half the mileage which they are passing on to the War Office. I hope, Sir, that this will receive due consideration of the Government and when the war terminates the War Office or other authority to whom these materials are being passed over will replace them and that current price should be taken at the present moment for them.

The Railway Member says that although they intended to dismantle 18 lines they have dismantled only nine.

THE HONOURABLE SIR ANDREW CLOW : Eight ; the number has since been reduced.

THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS : For that I thank the railway authorities. If these lines remained here till the end of the war, they will not have inconvenienced the public who have been accustomed to the convenience of railway travel. Now, Sir, I must say that Provincial Governments are consulted with all deference, is untrue. I find that Sir B. P. Singh, the Bengal Minister for Communications strongly protested against the dismantling of the Kalukahali-Bhatipara line. Two Ministers including Sir B. P. Singh came to Delhi to put their grouse before the authorities, but they were told that Government had already arrived at a decision and their representation was to go to the wall. In the face of that, to say that Provincial Governments have been consulted is——

THE HONOURABLE MR. L. WILSON : They were consulted in each case, Sir.

THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS : Consultation with Provincial Governments means that in case they do not agree, you agree with them. Consultation does not mean that they are just a sort of advisory body. I understand Ministers come from Calcutta to Delhi to put their grouse and you simply sweep them away and say, "We have come to a decision and no more hearing."

THE HONOURABLE THE PRESIDENT : The Chief Commissioner says that their opinion was taken ; they were consulted and reference was made to them.

THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS : I have made a statement on the floor of this House that the Bengal Government including Sir B. P. Singh strongly protested. May I know from the Chief Commissioner or the Railway Member whether that is right or wrong ?

THE HONOURABLE THE PRESIDENT : Why should a man not protest if he is asked his opinion. Consultation is asking for opinion. Consultation was made.

THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS : Consultation of a private body or of a committee is different from consultation of a responsible Government.

THE HONOURABLE SIR ANDREW CLOW : I think it might save time, because I believe the Honourable Member has been misled by a statement circulated by the Federation of Indian Chambers, if I made it clear that this line has not been dismantled.

THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS : I am glad to learn that from the Honourable the Railway Member. Statement was not circulated by Indian Federated Chambers.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : Was that due to the protest of the Bengal Government ?

THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS : That shows that some of the conclusions to which the Railway Board came were wrong

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and on the arguments of the Bengal Government convinced the railway authorities the Honourable the Railway Member was good enough to restore that line and so saved that line from dismantling.

THE HONOURABLE SIR ANDREW CLOW : The Honourable Member's inferences are not correct.

THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS : Sir, no such information was given us. However, I do not want to dilate on this point. I am a practical man and as long as you say that this line will not be dismantled at the representation of the Bengal Government, that is all well and good.

I want at this juncture to make a humble request of the Honourable the Chief Commissioner. In these budget discussions, the Railway Budget and the General Budget, Members put forward their suggestions and their criticisms and the Railway Member or the Chief Commissioner is unable on the spur of the moment to deal with all the matters brought before them. I consider that Government ought to issue a sort of 'communique' after the session is over, as soon as they can, dealing with all the criticisms of Members of the Central Legislature and say what is the decision that the Government have arrived at on each of the suggestions. It will be a great convenience to the Members and it will be a great relief to the general masses to know whether the representations of their duly elected representatives go to the wall or what fate their observations meet at the hands of Government.

Year before last I said on the floor of this House that there was a rumour that European foremen in various railway workshops were being imported and the prospects of Indians who came from the various mechanical engineering colleges and were acting as foremen were being put at a discount. That has happened. At this time when there is a dearth of qualified mechanics in England, the Government has seen its way to import a few foremen but as a matter of fact when they joined, Indian foremen who were then officiating were demoted. The Government accepted the principle of recruitment of literate firemen and put it in force but it is now practically at a standstill. People suspect that this is because if they pushed this policy it would adversely affect the prospects of Anglo-Indians. If educated persons became drivers, the life of locomotives would be longer than it would be if illiterate people who were to continue as drivers as illiterate drivers only gain experience by injuring various parts of locomotives. I cannot understand why that policy has been practically put an end to. I hope the Honourable the Chief Commissioner will throw some light on that and tell us why that policy has been practically discontinued now—

THE HONOURABLE MR. L. WILSON : What is the policy that is referred to ?

THE HONOURABLE THE PRESIDENT : I do not know myself.

THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS : I am referring to the policy of Indianization and of recruitment of literate firemen. Various Provincial Governments have spent lots of money for establishing engineering colleges. As far as the Punjab is concerned, the MacLagan Engineering College, Lahore, was established at a non-recurring cost of about Rs. 15 lakhs or so and has a recurring cost of a few lakhs a year and their product is not being fully utilized. If you doubt this, I can prove it.

THE HONOURABLE SIR ANDREW CLOW: The Honourable Member is apparently criticizing certain appointments. I am completely in the dark about them. When were they made?

THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS: No, Sir. I am criticizing reversal of policy—Literate firemen since couple of years last. I am not talking of the war period. In war period one can give any amount of latitude. I am talking of things before the war. Once a policy is adopted it should be carried through; or, if it is not, then the Legislature should be taken into confidence for its reversal.

Then I come to the Advisory Committees. These Advisory Committees used to meet once a month and they used to do useful work. Perhaps for the sake of the new Railway Authority which is coming or for some other reasons which I do not know, the meetings of these Committees have been fixed quarterly. That means that the Government do not like to hear the criticism of the public and the utility of these Committees is being minimized. I do not think that is the right step. The reason given by the Department is that there was not much work for the Committees and therefore the meetings of the Committees have been fixed once a quarter. I have sat on these Committees and my experience is that on account of too much work some items used to be postponed, but I must say that the curtailment of the meetings of Advisory Committees is certainly a step in the wrong direction. If the present composition of personnel does not bring right sort of men on these Committees better revise it.

Now, Sir, I come to the question of the plight of the poor and low paid staff on the railways. We agitated for the revision and reduction of the pay and allowances of the superior services. But we never meant that the pay and allowances of the low paid staff should be revised and decreased. I must say that we are thankful to the Government for raising our standard of living, but once the standard of living has been raised by the Government's own doing, it is hard and unjust to decrease wages of low paid employees. In this respect we find that an Indian train clerk is paid Rs. 35. Sir, will the Honourable the Railway Member or the Honourable the Chief Commissioner for Railways consider how an average train clerk is going to support himself, his wife and perhaps also his widowed mother and the rest of his family on that paltry pay? I am not now asking whether one community should get more or another less but I mean that a living wage must be given to all. It is the low paid staff in whose hands the lives of passengers lie and you must have a contented staff. A discontented staff will add to the accidents and the discontent in their minds will benefit neither the railways nor the travelling public.

The leave reserve is so small that these poor people cannot get leave even in the case of a death in the family. They have seen their way to reduce the salaries of these unfortunate people. Old scales of pay and allowances ought to be restored for low paid employees.

THE HONOURABLE MR. SHANTIDAS ASKURAN: There are certain recommendations by the Committee appointed by Mr. Rau and they are under consideration. Am I right, Sir?

THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS: May I inquire from Mr. Shantidas Askuran if it is not a fact that the reports of some of these Committees have reposed in the drawers of Departments concerned and never seen the light of day? Now, Sir, for the sake of illustration, let us take the plight of these train clerks. They have to risk their lives night after night particularly in goods yards. Their plight is miserable.

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Yet whenever there is a chance of promotion they are debarred. I hope, Sir, the Honourable the Chief Commissioner will bear me out when I say that when applications are invited for train clerks, response is meagre and there are very few who apply. But notwithstanding this fact unless you do not increase their pay and allowances, I do not think, Sir, that in face of this heavy and unprecedented surplus, you can do a better act of justice and generosity in raising the pay of these poor train clerks.

Now, Sir, the Kumbh Mela at Allahabad is coming next year. The Government is fully aware of it. May I ask whether any sanitary arrangements and amenities for the millions of passengers who are likely to assemble at Allahabad are being provided by the railways? If not, such arrangements should be made. Because these Kumbh Melas always result in a very handsome profit.

I fully endorse what Mr. Richardson said about taking away the surcharge on coal freight. If that is not done the public would be justified in thinking that the Government do not want to encourage justice. I need not say anything more on the subject as Mr. Richardson dealt with it very fully.

There are two other items which I wish to bring to your notice, and then I will resume my seat. The Honourable the Railway Member has not seen his way to take away the surcharges put on passengers and goods. I find, Sir, that it is the Railway itself which is responsible for not adding to its income. I will give you some information, Sir. You probably have the information but I want to draw particular notice to it. In the year 1932-33, there were 397,000 first class passengers as against 498,000 second class passengers. What is the present proportion of first and second class accommodation on railway trains? Generally speaking, you have eight first class berths and ten second class berths in a main line train. Is that justified? You yourself force the second class travelling public to go to the intermediate class or even the third class. I have represented this matter a number of times on the floor of this House but I feel very sorry that no action has been taken. If Government would increase the second class accommodation they would get much more income without these new surcharges. In 1939-40, the number of first class passengers fell to 355,000 and that of second class passengers to 3,959,000. Why this fall? Because people became disgusted. The Honourable the Railway Member must of course—I regard him as a gifted officer—while he is travelling, have seen how packed the second class carriages are. Unless you give them some amenities you cannot draw the full benefit from them. Therefore I urge that on all railways the second class accommodation should be increased to the proportion of the number of second class passengers to first class passengers. As regards income, the Honourable the Railway Member has said in his speech that by the imposition of surcharges, the passenger receipts have risen. I have before me a statement of money realized by the sale of first and second class tickets. In 1932-33, the income from first class passengers was Rs. 75,09,000 and in 1939-40 it came down to Rs. 69,19,000. Why such a heavy drop? In 1932-33, the income from second class passengers was Rs. 1,41,76,000 and in 1939-40 it was Rs. 1,36,14,000. That has also fallen notwithstanding the imposition of heavy surcharges. Why? Because you do not give them amenities, you do not give them accommodation and so your revenue from traffic is falling. I cannot help blaming the railways and saying that the cause of getting lower returns is due to want of attention in this due grievance of travelling public.

One more point and I am done, Sir. I am glad to find that owing to the war, the income from strategic railways is increasing. But, Sir, I must again

impress upon Government that the loss on strategic lines, whatever it may come to, must be debited to the Military Department. I hope the Honourable the Chief Commissioner will give us some information as to how much capital expenditure is being incurred nowadays for the execution of the war. I find that at many stations works are being carried out at the instance of the Defence Department in increased yards, and in a number of reserving passenger and goods carriages and so on. Who will bear those charges and what is the total amount of such expenditure so far? I have tried to go through the literature which the railway people have been good enough to supply us, but I cannot find that information there. In such matters I wish that full information is given in future. After all, that does not help the enemy in any way, because my experience is that sometimes we hear matters regarded here as strictly confidential from the German radio. As far as general information upon yards and other things are concerned, there is no object in concealing it because I presume that enemy knows about what you are doing in open. Therefore, Sir, there will not be any disclosing of secret. In case such information is to be treated as confidential, let it be confidentially circulated among the Members of both Houses.

In the end, I request that some relief should be given to the taxpayer, when you have such a huge surplus. I know that you have done one good thing, namely, you have paid so much in advance on account of your payment to the general revenues. That is all right. We want to support you at this time of war. But, at the same time, those who make contributions to your income must have some amenities, and I find that the amenities so far given are practically nothing and I am rather distressed to find that the mentality on the part of the Railway Board which led them to withhold amenities to travelling public.

THE HONOURABLE MR. SHANTIDAS ASKURAN (Bombay: Non-Muhammadian): Sir, the taxpayer will heave a sigh of relief at the results of railway finance this year as well as at the prospects of the coming year. The fact that in these two years the railways will contribute the large sum of Rs. 21 crores to the general revenues is one of the most remarkable features of war finance in this country. It is all the more so when we remember the fact that for many years till recently the railways were in a state of chronic deficit so much so that the entire working of the Government of India Act of 1935 was dependent, on the financial side, on the improvement of railway finance.

I am not prepared to agree that these surpluses are due to any extra efficiency on the part of the railway administration, though I am quite prepared to admit that they have had to do heavy work since the outbreak of the war. A commercial service managed by Government is bound to be more expensive and less economical than that managed by private companies; and though there are other more weighty grounds why State-management of railways in India is desirable, this factor of economy and efficiency cannot be forgotten. Further, efficiency in a State concern is likely to be at a discount when that concern is in a monopoly position to render an essential service as the railways in this country are.

In my opinion, the causes of the surplus are mainly four:

(1) diversion of traffic from the coastal shipping lines to the railways; (2) diminishing competition from motor traffic, which is becoming more costly; (3) increased traffic due to war activities; and (4) higher railway rates.

If I am right in my analysis of the causes which have brought about the surplus I think Sir Andrew Clow cannot claim all the credit for the railway.

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administration, as each one of these causes is independent of railway efficiency. I hope that the fact of the surpluses will not turn the heads of railway officials, and the need of constant watch to ensure rigid economy in all railway departments will be borne in mind by those at the top, more than ever at the present juncture, when the tendency to loosen control may be greater.

I may also draw attention to the fact that a certain part of the surplus is due to our accounting method, and cannot be said to be permanent. I refer to that increase in railway receipts which is due to the movement of troops, war supplies and such other war activities. These activities cause a debit in the military services due to the transport cost ; the same item becomes a credit in railway accounts. With the advent of peace, both these items will disappear.

In spite of this different outlook on the nature of the surplus, I must congratulate the Communications Member for lending substantial assistance to his colleague the Finance Member, whose task of balancing the general budget would otherwise have become desperate. Let us hope that onerous task is now under reasonable control, and the taxpayer will not be asked to squeeze himself further.

Coming to details, there are a few points which demand our attention. We have been told of the possibility of bringing suburban season ticket fares up to the level of the enhanced passenger fares of last year. I should like to leave this traffic untouched ; in fact, I am in favour of further concessions to this traffic, a point which I cannot press for under present conditions. The tendency for our big cities like Bombay and Calcutta to develop their suburbs is a sign of better housing facilities and improved sanitation. If you hamper this very desirable tendency, you increase congestion in the cities, with inevitable consequences which can be easily imagined. Sir, we have the serious problem of slum clearance in our big cities and of proper amenities of life to that large and increasing mass of people who crowd in these cities. I hope nothing will be done by which the existing difficulties in the life of our cities are further increased.

(At this stage the Honourable the President vacated the Chair, which was taken by the Honourable Rai Bahadur Lala Ram Saran Das.)

Similar remarks apply to the exemption of foodgrains and fodder from the increased freight applicable to other commodities. It has been suggested that if there is extra expenditure on the staff rendering it necessary to have more revenue the exemption may be removed. Sir, I am not able to see the connection between this exemption and the extra expenditure on the staff, assuming it is required. These exemptions were given on their merits. The agriculturists have not found their lot improved in any way on account of the war ; perhaps they will suffer because of the loss of markets for their produce and consequent low prices. The agriculturists are the chief parties concerned in this connection, and it was to see that they are not unduly burdened that this exemption was given. Before removing the exemption the Member in charge should prove that the agriculturist has become so prosperous in the interval that he can easily pay the higher freight.

Even if extra expenditure on railway staff is required I should like to know whether it is not possible to find the same by showing greater economy in the cost of the administration. I want to know whether there are not economies and other improvements possible in the administration of the railways by which a few lakhs could be found for such expenditure. Sir, I would

certainly congratulate the Member in charge for efficiency if he were to show better results in this connection, instead of thinking of removing this exemption.

Sir, in the course of his speech the Honourable the Railway Member referred to the increase in coaching traffic and said it was "particularly encouraging as affording evidence of increased prosperity among the masses". I wish I could share this feeling of his. Our population is predominantly agricultural. May I ask of the Honourable the Railway Member to tell us which section of this vast agricultural population has found its lot improved?

THE HONOURABLE SIR ANDREW CLOW: I would ask my Honourable friend where the extra passengers have come from?

THE HONOURABLE MR. SHANTIDAS ASKURAN: I am coming to that.

As head of a big administration, he has all the sources of information available to him. Let him study the prices of cotton, jute, groundnuts or any other agricultural commodity upon which the prosperity of the masses depends. Have they fallen or increased during the year? I request the Honourable the Railway Member to tell us on what grounds he can claim that the prosperity of the masses has increased.

Regarding the problem of the manufacture of broad gauge locomotives, I have listened to the story of Sir Andrew Clow without conviction. I sympathize with his difficulties; but I am sure he will sympathize with us in our disappointment at the loss of one more opportunity. Sir, I find the spokesmen of the Government talking of industrial development, and the great things that they would do to foster it, more loudly than ever. If their words were supported by deeds, many of our problems would be solved in no time. If there was any opportunity to build up industries in this country it is here and now. But once we put forward a suggestion or a scheme for using that opportunity a host of difficulties are put in our face. The consequence is that the opportunity will be lost, and the country will be once again in the same position after the war as before. The Government of India have taken courage in both hands for many unusual things required for the war; will they take courage in both hands for starting at least one major industry, for many of which the war provides unusual opportunity? Sir, I hope that even now the Government of India will revise its decision and go forward with the scheme of building up the industry for the manufacture of broad gauge locomotives. At a time when large sacrifices are required of the people of this country, let the Government show that they have the real interest of the country at heart by pushing forward schemes of industrial development which will give permanent advantages to the country instead of merely talking about the same.

Sir, my last point is with reference to the dismantling of 305 miles of branch lines which were found unremunerative. I want to ask as to when were these lines found unremunerative? Did they suddenly become unremunerative on the outbreak of war? Were they not approved as remunerative when originally planned? If the original estimates went wrong why was this House not informed earlier and in time? Sir, I put these queries exactly in the form in which the average citizen in this country puts them. I can assure you that the Government of India have not enhanced their reputation by this action, which I may describe as the destruction of the property of the taxpayer without his knowledge and consent.

Looking at the problem in another way, let me remind the House that most of our railways were unremunerative in the beginning. Is not the

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Communications Member aware of the history of railway finance in this country? Did not the taxpayer of this country pay for the guaranteed interest of the British investor in our railways for years, for decades, almost to the end of the last century? Sir, it is quite possible that railways which do not pay in the beginning even for a long time, do pay in the end, even as most of our other railways have done. Besides, the position of the Government of India that they were justified in dismantling these railways merely because they did not pay ignores many other important factors. Is it proper to think of each separate section of a railway line in this country as a separate unit? Are not all the railways parts of one large system? Are the railways to be viewed merely as business propositions? Are they not the chief means of bringing civilization to the remote areas of the country? The fact that such facilities exist may lead businessmen and industrialists to undertake schemes, if not immediately at least in course of time. Who knows that there were not parties who were planning productive work in the neighbourhood of these lines which would have made these railways pay and add to the wealth of the country? Sir, one can develop these points to prove beyond doubt that the action of the Government of India is wholly unjustifiable. Though we cannot repair the damage done, I think these observations will impress the Government about the urgent desirability of changing their outlook on things of this nature, in handling which they so often forget the obvious point of view and the obvious interests of the people of this country.

I make all these observations in a friendly spirit. I do so because I am convinced that by wrong actions the Government often unwittingly contrives to lose the goodwill of the people, which they profess to woo in many ways. I am fully aware that the Honourable Sir Andrew Clow and the Honourable Mr. Wilson are both painstaking officers with a real zeal for economy in the administration. The public expects even greater measures of economy during their administration than has been the case in the past.

One word more, Sir. I welcome whole-heartedly the statement of the Honourable Sir Andrew Clow in the other House that he would regard it as his duty to see that every man serving under him, whatever his class or creed, had fair chance of advancement to posts for which he was eligible and qualified. The railways are no charitable institution to help this community or that. Justice and fair play demand that every man should have an equal chance, and advancement should solely depend on merit and qualification. I am sure this Honourable House will endorse the policy laid down by the Honourable Sir Andrew Clow.

THE HONOURABLE SIR MUHAMMAD YAKUB (Nominated Non-Official): Mr. Chairman, the present war has proved a blessing in disguise for the railways at least, and I do not grudge the credit which has fallen to the lot of the Honourable the Railway Member and his Department. The acquisition of two important lines, and the decision to acquire a third one, are prominent features of the Budget presented by my Honourable friend Sir Andrew Clow; and in carrying out these decisions they have given effect to a long-standing desire on the part of the Central Legislature. I hope that the grievances of Indians as regards the management of these lines will receive immediate and prompt attention on the part of the Honourable the Railway Member.

Mr. Chairman, no patriotic Indian would object to any measure which helps in the prosecution of the war and we are prepared even to undergo all sorts of personal discomforts and inconveniences in order to meet the abnormal conditions created by the present war; but in their zeal to help the prosecution of

the war, I am afraid the Railway Department have done wrong in dismantling certain railway lines in India. For instance, the railway line between Chandpur and Bijnaur, in Moradabad and Bijnaur districts, has been dismantled and in so doing the railway have done great harm to the sugar industry in that part of the country. My Honourable friend, who has just spoken, has dealt at length on this point and therefore I need not waste the time of the House by repeating the same arguments ; but I do hope that the Railway Department will pay more care and more consideration in dismantling railway lines in India.

I do not approve of the method adopted by the Muslim League Party for registering their protest against the attitude of the railway, in meeting their grievances, by leaving the House as they did this morning ; they have followed in the footsteps of the Congress the non-co-operation policy of which they themselves disapproved of. But, Mr. Chairman, the halting and apologetic way in which my Honourable friend Sir Andrew Clow declared in the other House that he was trying his best to give effect to the Resolution of the Government of India was quite sufficient to create a suspicion in the minds of the Muslims that he personally did not approve of the policy of the Government.

THE HONOURABLE SIR ANDREW CLOW : I made no suggestion of that kind at all. I only indicated that it was a policy formulated before I came into office and I was fulfilling it both in the spirit and in the letter.

THE HONOURABLE SIR MUHAMMAD YAKUB : Therefore I say if you read between the lines of the words he has spoken and his language, it shows that his heart was not in it, but simply because a policy was thrust upon him he was trying to follow it ; the halting—

THE HONOURABLE SIR ANDREW CLOW : On a point of personal explanation, Sir. The Honourable Member is not entitled to read between the lines a meaning which was not there. I only said so because an accusation had been made that it was my individual policy and not that of the Government of India.

THE HONOURABLE SIR MUHAMMAD YAKUB : However I may be wrong, by reading his speech, as reported in the press, I thought that the Muslims were not unjustified in coming to the conclusion that perhaps their rights were not safe in his hands. Mr. Chairman, nobody suggests that Muslims should be given any post in any Department simply because they were Muslims. No Mussalman has ever advocated that Muslims should be appointed to any post at the expense of efficiency. But, Sir, who is to judge the efficiency, and what is the criterion of the efficiency ? The Muslims are perfectly right in demanding that their promotion should not be barred only on the report of unsympathetic and hostile immediate officers by whom they are surrounded. Efficiency is not the monopoly of any particular community or any particular nation.

THE HONOURABLE THE CHAIRMAN (the Honourable Rai Bahadur Lala Ram Saran Das) : Can you recite such a case ?

THE HONOURABLE SIR MUHAMMAD YAKUB : But the appreciative manner in which the unsympathetic answer of the Honourable Sir Andrew Clow has been approved of by the Leader of the Opposition in this House, and by the Honourable gentleman who has preceded me clearly indicates the direction of the wind and they clearly show in what atmosphere the Muslims have to work and under what handicaps they suffer in the Departments of the Government of

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India and therefore I say that hostile reports against the Muslims should not be considered as a conclusive proof of their being inefficient.

THE HONOURABLE SIR DAVID DEVADOSS : What is the alternative way of securing efficiency ?

THE HONOURABLE SIR MUHAMMAD YAKUB : The alternative probably
 1 P.M. is quite clear. The alternative would be that the domination of
 the majorities who are crushing minorities in the world must be
 wiped out.

(A number of Honourable Members attempted to interrupt.)

I am not giving way. But all these interruptions must be a lesson to the Honourable the Railway Member and they show him what is the attitude of the other communities towards the Mussalmans. The way in which the minorities in Europe are being crushed by the dominating Hitler must be a lesson and must show to the Government the way in which minorities are being treated by dominant majorities. The Honourable the Railway Member is himself a distinguished mathematician and therefore I am not at all surprised at his lack of appreciation for the realities of life, but I hope he will not allow his mathematical calculations and personal feelings to come in the way of the discharge of his official duties and I do hope that the just grievances of the Mussalmans will be removed. It must be realized that perpetual injustice to the Mussalmans is bound to create difficulties which will not do credit to any Government.

THE HONOURABLE KUMAR NRIPENDRA NARAYAN SINHA (West Bengal : Non-Muhammadian) : Sir, the Railway Budget has been subjected to so many comments, favourable and otherwise, from different quarters that I find I cannot add anything original or new to them. It is on the whole easier to criticize than to construct ; and I will not attempt a task as unprofitable as ploughing the sands of the seashore. We must remember the exceptional circumstances of the present times and the conditions imposed upon us due to the war. Financial prophesies are hazardous even in normal times ; they are exceptionally so in the abnormal times through which we are passing ; and we must look to the future with restrained optimism. I must, in the first place, offer my sincerest congratulations to the Honourable the Railway Member for the substantial surplus indicated in the Budget. I also note the way in which it is proposed to deal with it. But I would have been pleased if under the circumstances an attempt had been made to decrease even to a limited extent the rates of fares and freights, especially the fares of the third class passenger. The Honourable the Railway Member in the course of his speech in the other place has said that " on the railways, as on our big industries, the war has had far-reaching effects. These have been, on the financial side, mainly beneficial ". But, unless I am mistaken, both in his speech, as well as in the speech of my Honourable friend Mr. Wilson in this House, I miss any reference to the amenities for third class passengers who contribute such an overwhelmingly large part to our railway earnings. But they are quite out of the picture in the Budget. Their grievances are many and long-standing ; and these have been repeatedly ventilated on the floor of this House, as well as elsewhere. While, on the one hand, Government seem to be eager to pass the Ticketless Travellers Bill, they do not appear to be equally solicitous for the provision of additional facilities which will enable third class passengers to purchase their tickets in time. Third class booking windows are not, in many cases, opened at the hours prescribed, sometimes at many stations, the opening hours are not even indicated on the notice board outside ; and the result is what may be

imagined. Sometimes owing to heavy rush at booking offices third class passengers are not able to purchase their tickets in time, and they are faced with the alternative of either not travelling by the particular train, or of travelling without a ticket. Station masters and other railway officials should see to it that the instructions issued in this respect are actually enforced ; and in cases of failure exemplary punishments should be inflicted. There are other points also, and well known to Honourable Members, and I do not like to refer to them here, but I hope that effective steps will be taken to remedy the legitimate complaints, which have become, to use a hackneyed expression, a hardy annual in budget discussions.

Sir, reference has been made in the speech of my Honourable friend Mr. Wilson to the building of broad gauge locomotives in India ; and the plea has been advanced that the railway workshops which were intended to manufacture locomotives in this country have had to be utilized for producing war materials. This is no doubt true at the present moment when every source of energy must be utilized for the successful prosecution of the war. But the neglect in past years is culpable, and the railway authorities cannot escape responsibility. The dismantling of certain branch lines is another regrettable necessity due to war conditions, and we have got to put up with it.

Sir, I must now bring my remarks to a close ; but before doing so, I would like to refer with approval to the policy so firmly restated by the Railway Member in the other place, namely, the policy of making promotions of railway employees without fear and without favour.

Communal representation in public services is bad enough ; promotions on communal considerations are worse. It is subversive to all discipline, and impairs dangerously the efficiency of public services. I deeply regret that some friends should be found to advocate such a subversive policy ; but indeed it is very gratifying to find that the Honourable the Railway Member in the other place laid down the only correct and honest policy in this respect as follows :—

“So long as it is our policy to make promotions by merit I shall regard it my duty to see that every man serving under me whatever his class or creed has a fair chance of advancement to posts for which he is eligible and qualified”.

The Council then adjourned for Lunch till a Quarter to Three of the Clock.

The Council reassembled after Lunch at a Quarter to Three of the Clock, the Honourable Rai Bahadur Lala Ram Saran Das in the Chair.

THE HONOURABLE THE CHAIRMAN : The House will now resume the debate on the Railway Budget.

THE HONOURABLE MR. V. V. KALIKAR (Central Provinces : General) : Sir, at the outset I desire to offer my hearty congratulations to the Honourable the Railway Member for reaffirming the salutary principle in his recent speech at the October conference that the promotions of employees in the Railway Department will not depend on communal considerations. Sir, we regret very much the walk-out staged by the Muslim League Party in this House as well as in the other House. My Honourable friend Mr. Hossain Imam tried to placate the House by stating that his grievance was against Anglo-Indians and Europeans and not against the Hindus ; if that is so, I think the attitude he has adopted does not in any way help to improve the position of his community. If his grievance was against Europeans and Anglo-Indians he ought to have stayed in the House, pressed his claims and joined with us if really there was a grievance and if he wanted that grievance to be redressed. Sir, in fact our grievance is against the Government, not against the present

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Railway Member, because in my humble opinion all this trouble is due to their policy of recruitment. If recruitment to the public services is made on communal or political considerations it is bound to impair the efficiency of the services. We think that the Government of India or the Secretary of State must reconsider their decision. This is just the time to stop all this bickering and trouble. They should withdraw the Home Department's circular about recruitment on communal lines and recruit the best men from whatever communities they get in India. Of course, Sir, amongst Indians, as I said once in this House, I include also Anglo-Indians. But if Anglo-Indians went to take advantage of their position in some departments while at the same time they are not willing to share the disabilities that Indians have to share, then the Anglo-Indians do not come under my definition. The Anglo-Indians must think first in terms of India. They must regard themselves as Indians, so that they may be able to share the advantages as well as the disadvantages which the Indians have to share in this country. My friends of the Muslim League Party ought to have given credit instead of condemning the Railway Member for his statement made the other day in the other House that he would not give promotion to railway employees except on merit. After all the efficiency of the Service depends on merit. If you employ inefficient men from any community because of their political importance, it is bound to affect the administration of the department and it is bound to create trouble. Especially in a department like the railways we are afraid it will cause loss not only of property but of life as well. So, taking this view into consideration I think my Muslim friends committed a very grave mistake in protesting against the statement of the Railway Member.

Sir, I am not of course in a position to congratulate the railway administration for the surplus that we have got this year. In my humble opinion I think it is a clear case of over-estimating the expenditure side and under-estimating the revenue. Last year the Railway Member while speaking in the other House said that if the freights and fares were not increased he would not even be able to pay one per cent. on the capital at charge, and on that ground he tried to secure the support of the House for the increase in the railway rates. Apart from any other consideration it is equitable and fair that a part of the income should go to relieve the burden put on the travelling public on account of the increase in the railway rates and fares. I am not pleading here the cause of higher class passengers ; but so far as third class passengers are concerned it would have been much better if the Government had thought it wise to relieve their burden by decreasing the rates. Moreover, Sir, the poor agriculturists in India who have not benefited much by this war and whose products are not being exported to foreign countries, deserve some relief to enable their products to be sent from one province to another at cheap rates. The Railway Administration should have taken their difficulties into consideration and should have given some relief to the poor agriculturists. It is a matter of deep concern to agriculturists as a whole in India that the railways have not thought it wise to decrease the rates for the movement of their produce. Sir, another matter to which I want to apply my mind for a moment is about a statement made by the Railway Member in his speech about the acquisition of Company-managed railways. He says :—

“ I should like to make it clear, in view of possible misapprehension, that the Government of India have never accepted the view that every contract for the working of a State-owned railway should be terminated whenever opportunity offers, irrespective of the merits of the case ”.

On this point I want to join issues with him. Public men in India are under the impression since the declaration made by Sir Charles Innes in 1923 that Government have accepted the policy of acquiring State-managed railways as soon as their contracts expire. In order to prove my statement I shall just read a sentence from the speech of Sir Charles Innes in 1923. Before that, Sir, I may just state that the Acworth Committee had recommended that so far as Indian conditions are concerned State-management of railways is preferable to Company-management of railways. Though Sir William Acworth in his famous book has not accepted the view, still as far as India is concerned he has clearly stated—and the Committee have clearly stated in their Report—that State-management is to be preferred in India. Sir Charles Innes said :—

“ We will all agree I think with the unanimous recommendation of the Acworth Committee that as the existing contracts of the guaranteed companies expire the management and control of those companies should be transferred to India ”.

In this very speech, Sir, he further said :—

“ Government have done their best to find an alternative to State-management, and I may as well admit at once that we have failed. * * * Accepting, therefore, as we do, the unanimous recommendation of the Acworth Committee that our policy should be, as the existing contracts come to an end, to transfer the domicile of these companies to India, we must admit that we have failed to devise any satisfactory alternative scheme to State-management which we can introduce within the period of time which is still left to us ”.

He further clarifies this point and he says :—

“ In the first place we are agreed that we have got to transfer the railways to Indian control as the contracts expire ; secondly, we have failed to devise a satisfactory alternative to State-management which alternative could be introduced within the time which is left to us before these two contracts expire ; and thirdly, we believe that by a period of direct State-management we shall be able to carry out a really useful measure of grouping ”.

Sir, it comes to this, that according to the policy accepted by the Government, State-management of the railway is more economical, efficient and also the administration can be efficiently controlled by the public as well as by the Government. Sir, the statement made by my Honourable friend the Railway Member in the other House has created a misapprehension in the minds of the public and I hope he will not only clear that statement but will continue the policy that has been accepted till now.

Then, Sir, I want to say a word about the dismantling of certain lines in India. These lines have been dismantled and according to the statement of the Chief Commissioner for Railways Provincial Governments were consulted and the States in whose jurisdiction these lines existed were also consulted before the lines were dismantled. We had a lot of discussion this morning when you stated this point yourself. I am glad to learn that owing to the pressure brought by the Bengal Government the line that was to be dismantled has been retained. But there is a lot of difference between consultation and agreement. Provincial Governments may have been consulted, but I want to know whether the Provincial Governments agreed to the dismantling of these lines which have been dismantled in various provinces ?

This brings me to a very different question, and that is the constitutional question. You have to take the vote of the Legislative Assembly for laying out a line. You must also convince the Legislative Assembly when for different purposes you are required to dismantle these lines. This is a clear case of over-riding by the executive of the powers of the Legislature. We have a right, Sir, to demand an explanation from the Government as to why they failed to get the support of the Legislature and as to why they arbitrarily

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chose this action without consulting the Legislature. Then they ought also to look to the inconvenience that is likely to be caused and that is being caused to the travelling public and the poor agriculturist in those provinces where they have dismantled these lines. They say that the motor transport would help the travelling public and the agriculturist in this matter. But I must bring to the notice of the Railway Department that motor transport will not be able to cope with the volume of traffic that is likely to be increased on account of the dismantling of the lines. The sufferers will be the travelling public and the agriculturists. The price of petrol has gone up and the travelling public will not pay much more than what the railways demanded from them for their fare. Sir, we are not here to obstruct Government's war effort. We are quite willing to support their war effort but I must say that they also must look to the convenience and the inconvenience of the public as well as those of the agriculturists who want to take their produce to the various markets.

Sir, before I close I must record my protest against a circular of the Home Department, according to which a particular community gets more initial pay for the same job than other communities.

THE HONOURABLE SIR ANDREW CLOW : I would ask your ruling, Sir, if this is in order. This circular was not issued during the last year. It is over a year old and it does not relate to the Railway Budget.

THE HONOURABLE MR. V. V. KALIKAR : It may not relate to this year's Railway Budget, but it is in order in this way that the railways have to pay more for that particular community.

THE HONOURABLE SIR ANDREW CLOW : It does not relate to this year's working. This is an old circular which the Honourable Member is referring to.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : How is the Honourable Member prevented from referring to it ? If an injustice continues for five or ten years, is that a reason why we should not refer to it ?

THE HONOURABLE SIR ANDREW CLOW : I do not accept the Honourable Member's premise.

THE HONOURABLE MR. V. V. KALIKAR : If the injustice is repeated, I think we have more right to refer to it again and again. The Honourable Member's predecessor, Sir Muhammad Zafrulla, laid down the principle in his speech that a particular community would not get more pay for a particular job because the standard of living of that community is higher. That principle has been given the go-by by the Government of India. We have a right to raise our voice of protest against this injustice, because we find not only have we to pay more as taxpayers but it causes a great deal of discontent amongst the employees of the railway. I hope my Honourable friend the Railway Member would impress upon the Government of India, and the Secretary of State if necessity arises, to adhere to the principle enunciated by his predecessor and withdraw that circular. As I said in the beginning, pay, promotions and recruitment should not depend on communal consideration, but on merit. Under these circumstances I submit, I voice the feeling of all Members on this side, that the circular is unjust, it is favouritism to a particular community at the cost of the taxpayer and it creates discontent amongst the employees of the Railway Department which ought to be avoided.

THE HONOURABLE SIR DAVID DEVADOSS (Nominated Non-Official) :
 Sir, I congratulate the Honourable Member for Communications as well as
 the Chief Commissioner for Railways on the prosperity budget
 3-5 P.M. they have been able to present to us.

Sir, I wish to enter a word of warning against spending a lot of money on bricks and mortar. After the last war there was a boom in railway earnings and, as you are all aware, a lot of money was sunk in bricks and mortar, and then, when the time of depression came, we were at sea and we did not know what to do. Therefore, we should be careful not to spend the surplus in any way which will not bring a return.

Sir, I have another point to urge. I had the honour of presiding over a conference at Hubli. The complaint there was that the local men were not taken into the service but preference was given to Goanese people bearing such names as Pereira and Sequeira. No doubt, as was complained by some of the other Honourable Members, preference is given to Anglo-Indians. I have nothing against Anglo-Indians. But why should Goanese get the benefit of service on the railways in preference to local talent which is available in the place? Sir, if a person who bears the name of Ramaswami calls himself Ransome he immediately becomes eligible for employment. I am not against Anglo-Indians. Nor do I hold a brief for them. There was a time more than 20 or 30 years ago when educated Indians did not care to take up service as engine drivers or mechanical foremen. Only the other day I had the pleasure of travelling with a railway officer. He told me that an educated Indian did not care to become an engine driver, though the pay was something like Rs. 300—400. Well, there was a time, no doubt, when educated Indians did not care to take up that kind of work but when they are willing to take up that kind of work, I do not think their claims ought to be overlooked. My point is, why should Goanese and others belonging not to the Indian but to a foreign jurisdiction be given preference over local talent? I want this to be investigated. I had the honour of presiding over a conference at which this was very prominently brought forward. Hubli is within the Bombay Presidency and the M. and S. M. R. have got a big workshop there, and though the population is between 80,000 and 1,00,000, the local men are not taken into the service and Goanese are largely taken into the service. I want this to be remedied. This is a time, Sir, when everybody is willing to take up service on the railways, whatever the nature of the service. There was a time when educated Indians did not care to take up mechanical service. I don't say that Anglo-Indians should be shut out. They are as much Indians as the others. But when foreigners are being given preference, then I say we have got a real grievance. I hope, Sir, the Honourable the Communications Member will give some consideration to what I have said and try and induce the authorities of the M. & S. M. R. to give employment to the local men in Hubli.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU (United Provinces Northern : Non-Muhammadan) : Mr. Chairman, the railways have yielded this year an unprecedented surplus. In ordinary times the Railway Member and the Chief Commissioner for Railways would have been entitled to our hearty congratulations on this result. But knowing what lies behind the surplus that our railways are yielding us, we can neither be happy ourselves nor congratulate Government and the Railway Board. We cannot forget the sacrifice in blood and misery of which our surplus is the result and I have no doubt whatsoever that we shall have to pay a heavy price for our temporary prosperity after the war.

Sir, the Railways having, no matter for what reason, proved extraordinarily profitable this year, we might consider ourselves justified in asking Government

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to reduce the freights and fares which were raised in March last year. But we know that although the Railway Department is claimed to be a commercial Department, it is as much a part of the ordinary budget, it is as much a means of raising revenue, as if railway finances had not been separated from the general finances. I hope this point will be borne in mind by Government when we ask for fuller control in some respects over the activities of the Railway Board. Owing to this reason, Sir, it is futile for us to ask for any reduction in freights and fares, for any reduction that may be made in them will only lead to an increase in the taxation that may be proposed when the General Budget is presented. Since the General Budget and the Railway Budget have to be taken together, it does not matter to the taxpayer whether the extra money that Government need at present is provided by the railways or by some other kind of taxation. It is for this reason and this reason alone that I refrain from asking for a reduction in freights and fares, for, a reduction in them will not ease the burden on the taxpayer. But I must enter my protest against the threat of Sir Andrew Clow that the freight on foodgrains may also be raised in course of time. His exact words are these :—

“ I would remind the House of the warning I gave last year that the maintenance of the exemption on foodgrains must depend on the demands made on us for the remuneration of our staff, and that the case for exemption of fodder is not so strong as it then was ”.

Sir, I do not think that the Honourable Member has in this sentence made out a strong case for increasing the freight on the carriage of foodgrains. The Honourable Member, I am sure, knows the sensitiveness of this Legislature and public opinion to any increase in the salt tax, because it affects the poorest classes in the country. He can well understand, therefore, the strength of our objection to the course that Government may be tempted to take, i.e., to raise additional revenue by increasing the freight on foodgrains, should higher remuneration have to be given to the railway staff. I do not know whether by higher remuneration to the railway staff he meant the dearness allowance recommended by the Rau Committee. But, if he did, I must say that in my opinion Government would be pursuing a very objectionable course if they raised the freight on foodgrains even because of an increase in their expenditure owing to the acceptance of the Rau Committee's recommendations. The Honourable Member wants money, but he should realize that by increasing the freight on foodgrains he will make food dearer for all classes,—even for railway labour and those poor classes whose welfare, I know, he always has at heart.

Sir, before I deal with certain important matters connected with railway policy and administration, I should like to congratulate Government on having provided a separate cadre for Government Inspectors of Railways and on the purchase of the B. B. & C. I. R. and A. B. R. So far as the first point is concerned, it had been obvious for a pretty long time that Government Inspectors of Railways, who have to report on accidents which might be due to the negligence of the officers of the railways in which they were employed, should not be dependent for their promotion on the Agents of those very railways. The step that has now been taken by Government will add to their independence and will increase public confidence in their reports. As regards the purchase of the B. B. & C. I. R. and A. B. R., while the Railway Board and the Chief Commissioner deserve our congratulations for the step that they have taken, particularly in regard to the A. B. R.—for there was a fear that its contract might not be terminated even this year—I would ask Government to go further than they have done and to give notice during the current year to the B. and N. W. R. of the termination of their contract. If Government decide to acquire that Railway, notice of the termination of the contract must be given by the 31st December, 1941. My Honourable friend the Railway Member has used

language which makes us fear that the Government policy in future might be different from what it has been hitherto. In dealing with the disadvantages which according to him are inherent in any form of State-management, he said :—

“ And, apart from any difficulties inherent in official management of an industrial enterprise, the handicap to efficient administration which is involved in a system rendering the organization answerable to a popular legislature not merely in respect of questions of general policy but in respect of details must be constantly present to reflecting Members of this House ”.

There are two points in this expression of the Honourable Member's views which call for the serious consideration of the House. The first point is whether State railway management has so far proved efficient or not ? The Acworth Committee expressed the opinion and Government agreed with it that the railways managed by the State did not compare unfavourably with those managed by companies. Has anything happened since 1924 and 1925 when the E. I. R. and G. I. P. R. were acquired to lower the efficiency of the State-managed railways ? No Railway Member or Chief Commissioner for Railways has yet complained that the acquisition of those lines by the State has led to a deterioration in their management. Well, Sir, if the railways that Government have already acquired are being efficiently run, what reason is there to suppose that the administration will deteriorate suddenly when new lines are acquired ? If the Government think that they can manage the affairs of the whole country efficiently, why should they suddenly become diffident when it is a question of purchasing a few railway lines ?

The other point which calls for attention in the sentence from Sir Andrew Clow's speech which I have just quoted refers to the result of the control of a popular legislature on the railways. Has that control been in any way productive of inefficiency ? Has Government ever said that the State railways were less efficient than Company managed railways ? It is obvious that the control of the Legislature has not tended in any way to reduce the level of efficiency. But apart from this I would ask Honourable Members to bear in mind certain improvements which have been brought about entirely owing to the pressure of the Legislature. Such progress as has been made in respect of Indianization, a better regard for the rights of the labour employed by railways, the extension of the amenities provided for third class passengers and many other things are the result of the control of a popular legislature of which Sir Andrew Clow is for some reason apprehensive.

Sir, apart from the views expressed by Sir Andrew Clow it seems to me that the discussions which have taken place in the Legislative Assembly on the acquisition of railways have I believe shown that Government had on the whole reconciled themselves to the view, strongly held by the Indian public, that as the contracts of new lines fell in they should be purchased by Government. I refer particularly to the debate which took place in the Assembly in 1936 with regard to the acquisition of the B. and N. W. R. and M. & S. M. R. Sir Muhammad Zafrulla, who was at that time Member for Railways, stated three objections to the acquisition of these railways, at that time. One was the provision of the purchase money. Another was the increase in expenditure that might result owing to the insistence of the Legislature on certain reforms and the third was the undesirability of burdening the Federal Railway Authority, which it appeared then might soon be established, by the acquisition of new lines. Now the period that has elapsed since 1936 has shown that our financial position need not cause us the slightest anxiety, that the money required for the purchase of the B & N.W.R. can be easily found at the present time when the Finance Department are going to pay off £90 millions of the sterling debt. No one can use the argument that the few millions required for the purchase of

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the B. and N. W. R.—about £9 millions, I believe—will throw any strain on our financial machinery. Now, Sir, as regards the extra expenditure due to the insistence of the Legislature on reforms we know what the result of it has been in other lines. Why need we be apprehensive if those very reforms are carried out in the B. and N. W. R. ? If the Railway Department can take credit for the reforms that they have introduced in the railways already managed by them, there is no reason why they should object to the introduction of those very reforms in any lines that we might purchase hereafter. As regards the Federal Railway Authority we do not know when it will be established and it is my hope that it will not be established in the form which it would have taken had it come into existence already. We have to remember that the Federal Railway Authority, if established in accordance with the arrangement approved of by Government at the present time, will draw its powers not from this Legislature but from Parliament. Apart from this, the whole arrangement is of such a nature as to make us feel that our railways will be mortgaged to the British bondholders. For this reason, Sir, I do not at all share the view expressed by Sir Andrew Clow in his speech that an authority might soon be established which would take the place of the control exercised at present by the Legislature on railway administration.

So much, Sir, for the question of policy involved in the acquisition of new railway lines. But so far as the B. and N. W. R. is concerned, we have to bear in mind that the company which manages the B. and N. W. R. is responsible also for the management of the Tirhut Railway which is a Government concern and the R. and K. R., a part of which also belongs to Government. Now, the contract which has been entered into with the R. and K. R., with regard to the State Railways placed under its management says :—

“ The Company shall continue the working of the State Railways until the end of the year 1937, or if the company's railway be not purchased in the year 1937, until the end of the year 1942 ; but the Company shall have no power to continue the working of State Railways after the end of the year 1942 unless a further agreement in relation thereto is come to by the parties concerned ”.

There is a similar provision in the B. and N. W. R.'s contract with regard to the Tirhut State Railway. Now, the contracts for these two State lines will automatically come to an end in 1942. There is absolutely no reason why Government should again hand over their property to a company. Having gained experience of railway management, why should they not now gladly take this opportunity of administering these lines which some years ago they had made over to the R. and K. R. and B. and N. W. R. Companies. The contract with the B. and N. W. R. can last up to 1981, but Government have the power of determining it on the 31st December, 1942, and notice of its termination will have to be given this year. If Government do not give this notice and do not come to any fresh arrangement with the B. and N. W. R., it is obvious that the Company will have the right to continue to administer the railway till 1981. I am sure that even my Honourable friend Sir Andrew Clow is not so enamoured of Company-management as to propose to us that we should allow the B. and N. W. R. to continue under Company-management for 40 years more. The B. and N. W. R. is a paying railway. Whatever reforms may be introduced in it by Government under the pressure of the Legislature, we may safely assume that it will still continue to be a profitable concern. I hope, therefore, Sir, that the Government will not become unduly diffident about their capacity to manage the railways and carrying a step further the policy which they have hitherto followed, will give notice by the 31st December, 1941 of the termination of the contract which they have entered into with the B. and N. W. R.

Sir, although the construction of locomotives has been referred to by several speakers already, I would venture to dwell on it for a moment. For reasons which will become apparent as I go on, it has been a great disappointment to us to learn that the idea of constructing locomotives in this country has been practically abandoned by the railway authorities. I should like to refer to a little past history on this point. I do so not because the past can be recalled, but because Government who bear a heavy responsibility in this connection are morally bound to do whatever they can even during the war to push on with the scheme for the construction of locomotives as far as it is humanly possible for them to do. This question, Sir, was considered by the Assembly in 1935 and again in 1937 and 1938. In 1937 Sir Muhammad Zafrulla, who was Railway Member, then in opposing the demand for the manufacture of locomotives in this country, said :—

“ I shall not weary the House with these details (those mentioned in 1935) again but the result was that unless there was a demand on the average of at least 200 locomotives every year a completely equipped factory could not be put up and Government would continue to lose heavily on it if the minimum demand could not be guaranteed. An experiment could be started on the basis of a demand of from 50 to 60 locomotives a year the scope of which could subsequently be expanded if the demand increased, but even that limited demand could not be guaranteed by the railways ”.

Next year, Sir, this question was discussed again in the Legislative Assembly ; the Railway Member then was Sir Thomas Stewart, and in opposing the Motion for undertaking the manufacture of locomotives he said :—

“ As has been said before, there is also a tendency to replace the ordinary locomotives by other types of locomotive, and at the present time I venture to think that the locomotive situation is quite obscure and that it is impossible to say at the present time that we would require anything like 250 locomotives per year. The probable figure will be certainly much less than half of that.

“ I have done a certain amount of looking forward, and looking forward as far as 1955, our estimates of boilers in those years are 22 broad gauge and 29 metre gauge. It is a very risky thing making estimates as far ahead as that but with long lived machinery like engines one can make a pretty fair estimate of what is going to happen a considerable time ahead and there you have the estimates of the Engineers who are concerned with the construction and utilization of boilers. Their estimate is 22 broad gauge and 29 metre gauge. That is the engineer's estimate ”.

And he therefore pooh-poohed the views expressed by non-official Members. Yet, Sir, a Committee appointed about a year and a half later reported that the construction of locomotives in this country was quite feasible, that the demand was large, that the average annual requirements during a period of 11 years, that is from 1940-41 to 1950-51 will be about 200 broad gauge and 71 metre gauge locomotives while the average, if a period of 16 years is considered, will be 162 broadgauge and 57 metre gauge locomotives. Even taking into account the lifecycle of a locomotive which is 35 years, and spreading our requirements over this period, Government will annually require 74 broad gauge and 26 metre gauge locomotives in addition to an equal number of boilers. Now, I should like Sir Andrew Clow or Mr. Wilson to tell us who was responsible for the estimates supplied to Sir Muhammad Zafrulla and Sir Thomas Stewart. Surely, the railway officers concerned could not be so ignorant as not to know that,—whatever the surplus of engines on hand might be owing to their better utilisation their use for a longer time would by adding to their age make larger replacements necessary than would have been the case otherwise. Why was that obvious point overlooked and two successive Railway Members made to oppose the demand for the construction of locomotives in this country ?

Sir, having been themselves responsible for the state in which we find ourselves, it is their duty, notwithstanding the difficulties created by the

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war, to do all they can to carry out the scheme contained in the report to which I have already referred. I have not the slightest objection to the railway workshops being utilized for turning out war material. No reasonable man would object to that. But surely it is not too much to ask that one workshop may be reserved for the manufacture of locomotives in this country. Surely we are not asking too much in demanding that the requirements of this country should be borne in mind even at this time. In doing so, we are only asking the Government to pursue a policy which is being pursued in every Dominion. But the Honourable Member may say that the difficulty is not merely with regard to the utilization of the Kanchrapara workshop for the turning out of locomotives. There is another and bigger difficulty,—the want of certain essential materials without which locomotives cannot be constructed. I will, Sir, in this connection, draw his attention to para. 90 of the Report of the Locomotive Committee. The Committee which reported after the war had broken out says :—

“ Local representatives of three important manufacturing firms of machine-tools, who have generally supplied the requirements of Indian railways in this regard hitherto, have given us assurances that even under existing war conditions, deliveries of the machine-tools that would be required for the new workshops could be guaranteed within the 15 to 18 months necessary for the new workshop to begin to function ”.

As regards the importation of some of the required material, it expresses the hope that Government would give it priority even in the existing conditions because of the importance of manufacturing locomotives in this country. I know that the idea of manufacturing locomotives in this country has not been formally abandoned by the Government. A certain number of broad gauge locomotives will be built in the Ajmer workshops which have been constructing metre gauge locomotives for a long time. But we cannot possibly be satisfied with this. We ask that the bigger scheme should be proceeded with even under the present conditions. We are afraid, and I think legitimately afraid, that if the scheme recommended by the Locomotive Committee is postponed, it may, when new conditions supervene after the war, be entirely abandoned.

Passing on, Sir, from this question, I should like to refer to the policy pursued by the Company-managed railways in regard to the purchase of stores. I have been making complaints about it year after year but I find that no improvement worth the name has taken place. The Company-managed railways during the year 1939-40 purchased stores worth nearly Rs. 7½ crores. The value of the stores purchased through the Indian Stores Department amounts to Rs. 29 lakhs only. This is certainly about Rs. 20 lakhs more than in the previous year but it still bears a very small proportion to their total requirements. If the State-managed railways can purchase nearly half of their requirements through the Indian Stores Department, what reason is there for the Company-managed railways to follow a different policy ?

Sir, while dealing with the question of the purchase of stores, I would like to draw the attention of the Government to the complaints that I have received in connection with the advertisements issued by them for the articles that they require. When I was in Calcutta a few weeks ago, I received several complaints that the specifications of the articles advertised by Government were of such a character as to compel the supply of foreign materials. If the specifications were in a general form so that it might be possible to substitute indigenous articles for imported articles, manufacturers of Indian articles could tender, but the form of the specifications is such as to exclude those persons who are

unable to supply imported materials. I hope that the railway authorities will look into the matter and see what steps can be taken to remove this grievance.

Sir, there is only one point more with which I should like to deal before I sit down. I have often brought before the House the grievances of the inferior and subordinate railway servants. I congratulate the Honourable Sir Andrew Clow on the firm stand that he has taken in the matter of promotions. I hope that no threats from any community will make him depart from the salutary rule which he is resolved to observe.

(At this stage, the Honourable the President resumed the Chair.)

The observance of this rule is in our own interests. We have frequently brought before Government the grievances relating to Indian employees on the ground that appointments and promotions were being made upon communal considerations. We shall have absolutely no justification for complaining of the present treatment of Indian employees if we allow this principle to be departed from for the benefit of any community. In order that there might be no demoralization in the railway services and the interests of all communities protected it is necessary that the principle of making promotions on merit should be adhered to. But it is because of my insistence on this principle that I venture to draw the attention of the Railway Member and the Chief Commissioner for Railways to the grievances of the Indian employees. They insist on a salutary principle but they refuse or hesitate to carry it out where the interests of Anglo-Indians and non-statutory Indians conflict. I pointed out two years ago, Sir, that in the E. I. R., in the Engineering Department, there were hardly any Indians in the superior subordinate posts. Take, for instance, the locomotive sheds and shops. So far as can be judged from the names of the employees, the posts of foremen and assistant foremen in the various locomotive sheds and also in the locomotive shops at Jamalpur and Lucknow are held either by Europeans or Anglo-Indians. I had asked for figures for the carriage and wagon shops, and according to the information that was given by Government, it appeared that taking both the Lillooah and Lucknow shops of the E. I. R. there was only one Indian foreman and three Indian assistant foremen. The railway authorities may say that the paucity of Indians in the posts I have referred to is entirely due to the fact that they were not recruited in the past. I doubt, Sir, whether that would be a complete answer to the grievances that I have ventured to draw the attention of Government to. I find, Sir, that in the E. I. R. workshops, the supervisory staff are transferred from one section to another in order that comparatively junior Anglo-Indians might become senior to the Indian staff to the prejudice of the latter in the matter of promotion to higher posts like those of foremen and assistant foremen. Seniority lists are prepared, but for some reason or other, they are departed from even if the posts concerned are not selection posts. Again, Sir, take the Lillooah workshop colony. I asked a question in March last year about the accommodation provided in this colony for Anglo-Indians, and pure Indians, but I have not received an answer to that question to this day. My information, Sir, is that at Lillooah, out of several hundred quarters meant for the supervisory staff, not even three are in the occupation of Indians. I have been further told that if by chance some Indian is given a quarter, he is made to vacate it whenever it is required for an Anglo-Indian employee, however junior he may be in service. The people who have to live outside the colony suffer in various ways. They are denied medical facilities in the railway colony on the ground that they live outside the colony. They are not allowed to buy cinders and coal at the concession rate allowed to employees.

[Pandit Hirday Nath Kunzru.]

They have to buy their own fuel from the market. They have to pay for electricity at the market rate and not at the rate allowed to railway employees. I refer to these grievances year after year, but it is a source of great disappointment to me that even in the regime of my Honourable friend Sir Andrew Clow the grievances of the Indian subordinate servants have not been remedied. The inferior staff, Sir, have in some respects been dealt with even more harshly. On certain divisions of the E.I.R., skilled workmen even after years of good service were ruthlessly retrenched. It was not foreseen that casualties were likely to occur in the near future due to superannuation or promotions, and the retrenched hands were reemployed, not on the old pay and on the old scales, but on the minimum of the revised scales of pay and made junior to most of those who were formerly junior to them both in pay and service. There is again no uniformity in the matter of permitting employees already in service to compete for new vacancies. On the Allahabad Division I understand that an order has been passed that in case those who are already in service intend to apply for new vacancies, they must first resign their posts. I ask the Railway Member whether this is a fair order? I do not know what justification can be urged in defence of it. It appears to me to be entirely indefensible. It is a melancholy fact, Sir, that the subordinate and inferior railway servants, who require most protection, are most neglected by the railway authorities. We all know the interest that Sir Andrew Clow takes in the welfare of the lowest paid Government servants. I trust, therefore, that his own feelings will compel him to go carefully into the grievances that I have today brought to his notice, so that the great blot of injustice to subordinate Indian employees resting on the reputation of the railway authorities might soon be wiped out. Sir, I do not wish to pursue this question any further, but while I am on this subject

4-5 P.M.

I should like to draw the attention of Government to the recommendation made by Mr. D'Souza with regard to the appointment of subordinate railway servants in future. He has recommended the appointment of an independent organization for the appointment of subordinate railway servants in the State-managed railways. It appears to me that this recommendation deserves the approval of Government. The patronage which is now exercised by railway officials should be taken away from them and placed in the hands of an authority whose impartiality would be recognized by all. Government are already examining the claims of labour to a dearness allowance. I trust that they will come to the conclusion that the recommendations of the Rau Committee are eminently reasonable. They will I think give further proof of their regard for the welfare of their subordinate servants should they accept the recommendation that I have referred to. The appointment of this Commission may in future lead to other important developments and it may be that the complaints that we have to bring forward year after year may become unnecessary.

Sir, I have already taken a great deal of the time of the House, but before I sit down I should once more like to ask the Railway Member and the Chief Commissioner of Railways with all the earnestness that I can command to look carefully into the grievances of the Indian subordinate services and to try resolutely to remove them within the shortest possible period of time.

THE HONOURABLE MR. P. N. SAPRU (United Provinces Southern : Non-Muhammadian) : Sir, at this late hour I think I should not be justified in taking a great deal of the time of this House. Much of what I had intended to say has already been said by those who have preceded me. ♦

Sir, the distinguishing feature of this year's budget is the fact that the railways are passing through a period of unprecedented prosperity. The large surplus this year is not due to any increased efficiency in railway administration, it is not due to any economy in railway administration ; it is due, and it is a melancholy reflection, to the tragic conflict which we are witnessing in large parts of the world. This prosperity, this surplus, has been achieved at the expense of blood and sacrifice, as my distinguished friend the Honourable Pandit Kunzru said. The Honourable Pandit Kunzru pointed out that though railway finance has been separated from general finance yet the two are interconnected, and in that view he took the line that if railway freights and fares had not been increased the general taxpayer would have had to pay in some other way. Therefore he was not disposed to quarrel with Government for having increased railway freights and fares. That sums up also my attitude towards the increase in railway freights and fares. But there is one consideration I should like to place before this House. You have increased railway rates and fares. Very well. You have a very large surplus. Very good. But what is the amount that you propose to spend this year on increasing the amenities of the travelling public ? The travelling public even in war time has a right to expect that their amenities will be increased when you have such a large surplus. I find that so far as the grievances of the travelling public are concerned they will remain exactly what they were. Nothing is going to be done so far as this budget is concerned for the third class and intermediate class passengers. I do not find that there is any provision in the budget for erecting or improving new platforms. The difficulties of passengers were narrated at some length by the distinguished Leader of the Opposition and I should like to associate myself with what he said. Sir, there is a local matter to which I would like to draw the attention of the House. It is not entirely a local matter. I think it is an all-India matter. Next year in Allahabad we shall be having the big Kumbh Mela and millions of pilgrims will visit Allahabad in January, 1942. Now, Sir, has the railway administration allotted any sum to cope with the traffic that this Mela will entail ? The main railway station is about three to four miles from the Ganges. There is a B. and N. W. R. station near the Ganges but it is a very, very small station and I think the Allahabad public needs a temporary railway station near the Ganges in order to cope with this huge traffic that you will have next year. Millions of people from all parts of the country will be visiting Prayag.

Then I should like now to pass on to the question of dismantling of lines. I find myself on this question in agreement with Pandit Kunzru and Mr. Kalikar. These lines which you now find are unremunerative have been dismantled without any reference to the Legislature. They were constructed after consultation with the Legislature, and that being so they should not have been dismantled without reference to the Legislature. If you wanted to dismantle these lines the proper course was to bring a Resolution before the two Houses of the Legislature and ask for their approval. I am opposed to the dismantling of these lines. We happen to have some property in Bijnaur and I know that district and I know the hardship that has been caused to the travelling public by the dismantling of the Bijnaur-Chandpur line. The cultivator has suffered as a result of the dismantling of these lines. We must remember that the price of petrol has gone up. Correspondingly with the rise of price of petrol other things have also gone up ; the price of lubricating oil has gone up. In some of these parts there are no motor busses. You have not taken into consideration the inconvenience that you have caused to a number of village folk. Marketing facilities in this country are notoriously inadequate. The agriculturist depends for his living upon good marketing facilities and what you

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have done is to restrict the facilities that he enjoys at present. Now, Sir, I do not think that the main issue of the war will be decided one way or the other by the dismantling of a few lines here or there. What you have done in the name of war effort is to inconvenience the ordinary man in the village, and I am therefore constrained to say that this act is an act of vandalism. It was so described by a respected leader in the other place and I therefore adopt his language. Sir, if these lines were unremunerative, why did you ever construct them ? When did you discover that these lines were unremunerative. Sir, the cotton grower, the wheat and sugarcane grower, all these will suffer to some extent or other by the dismantling of these lines. I am in agreement with the Honourable Pandit Kunzru on this point. I will not labour the point further. I will only express my agreement with him. I am in agreement with the Honourable Pandit Kunzru in regard to what he has said about Company *versus* State-management. I am glad that the B.B. and C.I.R. and the E.B.R. are to be purchased by the State. I hope, Sir, that notice will be given to the B. and N. W. R. terminating their contract. Notice will have to be given this year. We do not want our future to be mortgaged till 1981.

When I read the speech of our esteemed and good-hearted Communications Member I was rather surprised to find that in the year 1941 when his countrymen in England were trying big experiments in war time in State control he had become a little doubtful as to the wisdom of State-management of railways. The Federal Railway Authority contemplated by the Government of India Act is open to very serious objection from our point of view. It vests very large powers in the hands of the Governor General ; to take only one thing, the Chief Commissioner will be appointed by the Governor General in his discretion. There are other provisions also which give him very large powers and this Federal Railway Authority is not consistent with what Mr. Amery says he intends India to achieve, maximum control over her own affairs, subject to certain obligations which Britain has in this country. Therefore if the Honourable Sir Andrew Clow is lamenting the fact that the Federal Railway Authority has not come into existence, I am afraid I cannot share his sorrow. I am rather glad that that Federal Railway Authority has not come into existence so far. I think public criticism has led to greater efficiency so far as the railways are concerned. It has led to greater Indianization. The Anglo-Indian has not yet been taught his proper place. I think he will be taught his proper place, but we have to a certain extent been able to attack the virtual monopoly which the Anglo-Indians enjoyed over the railways, thanks to State control. Also the travelling public have not to deal now with directors six thousand miles away from the scene of their activities. They can deal with the Communications Member and they can deal with the Railway Board in India and they can ventilate their grievances on the floor of this House. There is more regard paid for the welfare of labour. All these are achievements which have been made possible by the State taking over control of the railways. I am myself by conviction a believer in greater State control. I think the State in years to come will play even in our economic life a larger part than it has done so far and I would therefore say that this question of Company *versus* State-management is a very important one. It is not a question only of Indianization. It is a question which touches the fundamentals of one's creed and I am therefore all for State-management and I hope that Sir Andrew Clow will strictly adhere to the policy to take over present Company-managed railways.

Sir, I would like to associate myself with what has been said by the Honourable Pandit Kunzru in regard to the manufacture of locomotives. I myself

have certain quotations from certain reports, but at this late hour I will not trouble the House with the history of the locomotive industry. All that I shall say is this, where there is a will there is a way. That is the proverb which we were taught when we were in school and the history of this question, if we trace it from 1935, shows that the will to manufacture locomotives in this country for some reason or other is lacking. Why cannot we get machinery and plant from the United States of America at this moment? If there was a will we should have been able to get over the difficulties, but there is unfortunately no will and that is the inference that one has to come to after studying the history of this question. I feel rather disappointed that this question of the construction of locomotives is not going to be taken up during the war. I know some locomotives are going to be manufactured in Ajmer. What, Sir, if the war continues for three, four or five years? Is everything to wait till the war is over? Sir, I think the question ought to have been looked at from this point of view also.

Sir, then I should like to express the hope that the Honourable Sir Andrew Clow will implement the recommendations of the Rau Committee. I think, Sir, they have arrived at just findings. They have come to the conclusion that there has been a rise in prices and that a dearness allowance should be given to the G. I. P. R. workers. Sir Andrew Clow has come to the conclusion that if dearness allowances is given to G. I. P. R. workers, they will also be given to the workers on other lines.

Well, Sir, there is a grievance which I should like to bring to his notice. Railway servants on running duty who get medically unfit as a result of injury to them while on duty are often discharged. Some of them have years of service behind them, and in these cases some consideration ought to be shown to them. They should not be discharged but, to the extent that it is possible, other jobs should be found for them.

THE HONOURABLE THE PRESIDENT : Isn't any compensation paid in such cases?

THE HONOURABLE MR. P. N. SAPRU : If they have suffered as a result of the negligence of the railway company, of course compensation should be paid to them.

THE HONOURABLE THE PRESIDENT : I am not referring to the Compensation Act but apart from that.

THE HONOURABLE MR. P. N. SAPRU : Well, Sir, if you have employed a man for 10 years or 15 years or 20 years in your service and he has done you good service, I think in fairness he ought to be given some compensatory allowance. I would be prepared to go as far as that, I think, Sir, that humanity requires that a man who has served you for 10 or 15 years should not be discharged without getting some compensation. If you can find some other work for him, find it by all means. But if you cannot find some other work, then you must compensate him to the extent it may be possible for you to do. I do not look upon the railways as a purely commercial concern. I look upon them as a public utility service and therefore the humanitarian point of view with me is supreme.

I should like, Sir, also to refer to the grievances which guards on the N. W. R. have in regard to their promotion. I understand that you have four classes of guards there, the fourth grade being the highest grade. This fourth grade was abolished and an undertaking was given that the number of third grade guards would be increased. Now the number of third grade guards has not been increased. There are men in the second grade who have been there

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for 10 or 15 years without any promotion. And I hope Sir Andrew Clow and the Honourable Mr. Wilson will kindly look into their grievance and see if anything can be done to remove the block in the way of their promotion.

Then, Sir, I think I ought not to close my remarks without expressing my appreciation of the stand that the Honourable Sir Andrew Clow took in regard to the question of promotion on communal grounds. Personally, Sir, I think in a service which is a very difficult service from many points of view, because the lives of the travelling public are in the hands of the driver or the guard, the only consideration should be merit. We regret that we have accepted the communal principle at all in our public services. But having accepted the communal principle in the recruitment of our services, is it necessary for us to go further and say that promotions should also be regulated by communal considerations? Sir, we hear these days a great deal about minorities and the rights of minorities. The only real minority, I have often felt, is the minority to which you, Sir, belong. Now, Sir, your community is a small microscopic minority but it has never asked for favours and yet it has achieved great distinction. It has contributed a very great deal to the building up of Modern India. Only the other day I had the privilege of visiting what I consider is a place of national pilgrimage for every Indian—I mean the Tata Iron and Steel Works at Jamshedpur. And I was genuinely thrilled by what I saw there. Here is a pioneer industrial community. Did our Muhammadan conquerors come to this country as a minority or a majority? They were just a handful of two or three hundred thousand soldiers. Why were they able to establish themselves in this country?—because they had character, because they had grit, because they had ability. The Moslem community which has such proud traditions, should be ashamed of talking of itself in the way it has been doing of late—80 millions a minority? I cannot understand the mentality of my Moslem friends today. They are not looking at things from the right angle.

Sir, partly the policy of Government has been responsible for this. They have been spoon-fed for such a long time that they find they cannot stand on their own legs today. They now want that promotions, appointments and transfers should be based on communal considerations. I have often wondered, Sir, why the Moslem community does not want that there should be equality of representation so far as lunatic asylums are concerned! Sir, there is a limit to communalism and that limit was reached when the Muslim League took the unfortunate stand it did in regard to the Railway Budget.

Sir, I should also like to say a word about foodstuffs. I hope there will be no increase of freight so far as foodstuffs are concerned. Already, the price of primary articles, articles which are necessary for food, has gone up to some extent and we do not wish the cultivator to be hit harder than he has been.

I should also like to bring to the notice of the Honourable the Communications Member the grievances of second class passengers. The grievances of first class passengers were narrated by Sir A. P. Patro in this House once. The grievances of the third class passengers have been narrated almost every year. But the grievances of second class passengers also need mention. Sir, the berths in the new second class compartments, I have noticed, are very narrow. They are not wide enough. You will find that the number of second class passengers in a train is much larger than the number of first class passengers, but the number of compartments is about the same. In the Mail you get about an equal number of second class and first class compartments. I have not seen the figures but I am saying this from experience. Most respectable

Indians, particularly their families, travel second class and as we have a surplus this year, some part of that surplus should be spent over increasing the amenities of the travelling public. That is all I have to say in regard to the Railway Budget.

THE HONOURABLE SIR ANDREW CLOW (Communications Member): Sir, I welcome the opportunity of addressing you and this House again. We have had a long debate ranging over points both great and small, and I propose to deal first very briefly with a few of the small points and then to go on to the subjects of more general interest which have been raised by a number of Members in the House.

The suggestion was made by the Honourable the Leader of the Opposition that it will be a good thing to issue a communique stating what our views are in regard to the points raised in this debate. Well, I doubt if that will be a satisfactory solution, for it would really mean that I would be replying to some of the points in the debate and replying to other points in the Library. I think the better way is for me to deal with as many points as I can in this speech. If Honourable Members are dissatisfied, they can put questions to the Chief Commissioner who is at all times ready to answer them and provide further information.

THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS: I said so because the reply generally is that the points have to be considered, and the reply has then to be given. Therefore I said that a communique ought to be issued on these points raised in both the Houses.

THE HONOURABLE SIR ANDREW CLOW: It can always be followed up by questions. He also referred to some question which I think did not concern the past year. He referred to the question of the appointment of some foremen in the workshop at Lahore. That, if I remember rightly was one or two years ago and was the appointment of a very few men to meet a temporary difficulty. I would observe that however efficient your Engineering Colleges are, any man experienced in engineering works will tell you that the college boy, however clever, is not as successful as a foreman who has learnt his manual skill by long years in the works.

THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS: I might say that on the Maclagan Engineering College at Lahore, the majority of the Committee are officers of the N. W. R. and in case they are not able to produce capable young men, it is really the railway officers concerned who are to blame.

THE HONOURABLE SIR ANDREW CLOW: I was making no reflection either on the College or on its products. The best Engineering College in the world does not turn out men who on emerging are capable, or even within a few years are capable, of filling the post of foreman. That is not a gazetted appointment; that is not an appointment of an officer's rank. It is an appointment which demands long years of manual skill.

He also made some complaint about statistics, which I was not quite able to follow. I have looked up the communal statistics since. They seem to me to show Anglo-Indians separately from Indian Christians and to give all the information as regards communities that can reasonably be expected.

Then I was surprised to hear such an experienced Member repeating the old complaint that we were paying for the loss on strategic lines. That is not

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the way I regard the position at all. If he looks at the provisions of the Railway Convention, he will find that the first charge to Government is one per cent. on the capital at charge less the cost of working strategic lines. That is a way, I think, of making allowance for those charges which undoubtedly we bear in the first instance.

The Honourable Sir David Devadoss referred to some recruiting at Hubli. That is not recruiting within my control as it is on a Company-managed railway, but I shall see that his remarks are forwarded to the General Manager concerned.

Then, the Honourable Kumar Nripendra Narayan Sinha broached the interesting subject of ticketless travel. I hope this House will have an opportunity of discussing that at more leisure on a later occasion, and I do not propose to deal with it today.

The Honourable Pandit Kunzru, who devoted most of his speech to questions of great importance, descended later to a number of rather detailed points about some workmen's quarters at Lilloah and points of that kind. I am afraid I am not in a position to answer those points, most of which were new to me, without notice. But I have no doubt that the Chief Commissioner will be able to supply information if it is asked for on a later occasion. I will deal with his major points a little later.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU: May I interrupt the Honourable Member? My only excuse for bringing these points forward again is that they have not been attended to by Government. I mention them year after year and consequently there is no excuse for the ignorance of the Government.

THE HONOURABLE SIR ANDREW CLOW: I think the Honourable Member will realize that holding the position I do, I cannot be expected to deal with both all the big questions and all the small questions and if he has failed to obtain information in reply to a question asked in March last, I have no doubt that it will receive the Chief Commissioner's attention.

I come to the wider issues. Sir, I most certainly would not claim the credit for the surplus in the Railway Budget. If Honourable Members will read my speech in another place, they will see that I made no such claim. I am very ready to recognize, as the Honourable Mr. Shantidas Askuran and some other Honourable Members have observed, that the surplus this year is due largely to very special causes and, I admit, was to some extent not anticipated by myself. But I hope that if, owing to changes in circumstances later, the Railway Board have to show in some years unexpectedly large deficits they will not be put down to inefficiency when the surplus is not credited to efficiency. We are very much at the mercy of economic conditions in this country, and these again depend on events happening in far distant fields beyond any control we can exercise here. I admit frankly that the budget shows a much bigger surplus than I estimated, and so far as I can see at present the indications are that even the estimate I framed about two to three weeks ago, may be exceeded. But as I tried to explain in my speech, we are dealing with the unpredictable, and if next year my figures were out by an amount equal to this year one way or the other I should not feel at all repentant; I should merely feel lucky or unlucky.

As regards the actual rates, opinions seem to differ a little. Pandit Kunzru, wisely as I think, said it would be futile to ask for reduction. But the Honourable Mr. Sapru seemed to think that, while he did not exactly ask for reductions, the surplus might well be dissipated, or a good part of it, on giving amenities to travellers.

THE HONOURABLE MR. P. N. SAPRU : On a point of explanation, Sir. I did not ask for reduction. I associated myself with what Pandit Kunzru had said so far as rates and fares were concerned, that is, I did not want them to be reduced.

THE HONOURABLE SIR ANDREW CLOW : I fully appreciate that ; but I got the impression that the Honourable Pandit wished to produce the same effect in a different direction. In other words instead of asking us to reduce our income, he asked us to increase our expenditure. He wanted us to increase and expand amenities. We are always anxious to increase amenities in any way we can, but I do not think the existence of a surplus of this character, which as Honourable Members recognize is largely adventitious, would be a sound ground in making a large increase in amenities which we have to carry for a number of years.

The Honourable Mr. Richardson referred especially to the subject of coal. We recognize the importance of keeping coal rates as low as we can, and that is one reason why we have given it what is certainly in my view preferential treatment. I should not be surprised if in the distant future, as higher grade traffic tends to go to the roads even more than at present, the rates for low-paid traffic like coal have not to be put up. But he complained that we made the situation apparently easy when labour was scarce and in the seasons when labour was plentiful our policy added to his difficulties. Well, I would rather have liked to ask him what action the coal industry had taken in pursuance of the advice given by the Royal Commission on Labour who made a recommendation that they should cease to depend so much on this very fluctuating aboriginal labour and turn more to labour of a more permanent class which would give them a more regular output of coal throughout the year.

Although I have expressed agreement with Pandit Kunzru that it would be unwise to ask for reductions in rates, I hope he will not take me as agreeing with his subsequent dictum that " it does not matter to the taxpayer whether it comes from railways or from other sources ; " because my own view is that it does make quite a substantial difference.

There were several references to the special case of foodgrains, among others by Pandit Kunzru, Mr. Sapru and Mr. Shantidas Askuran. I should like to make it clear that we are not contemplating any increase in the rate on foodgrains at present, but I do not regard it as illegitimate to repeat the warning that I gave last year that this is, in what I think is quite a fair way, linked with the question of allowances to staff. I think it was Mr. Shantidas Askuran who criticized the linking of the two items. But surely there is a very obvious connection. In keeping foodgrains at a low level we are not entirely disinterested. It does help to keep down prices and it does help to keep down the demands which may be made on us by our staff. If prices go up, which means normally that the agriculturist sooner or later is getting a higher price for his commodity, it is not unreasonable that he should be asked to pay a little higher freight to pay for allowances that we may have to give.

There have been a good many references to the dismantling of lines. I was glad a reference was made to the Kalukhali-Bhatiapara line in particular,

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because there has been a good deal of misapprehension about that case. Apparently some Calcutta newspaper has spread a story that the Standing Finance Committee has recently agreed to its dismantling, and I received in the interval today four telegrams from agitated gentlemen in the neighbourhood. I have already said in another place that I believe the prospect of the dismantling of this line to be remote and that no proposal for its dismantling is at present under consideration. The situation is always liable to sudden changes, but it has changed recently so much for the better that one line that we proposed to dismantle this month has been left, and that is a long line. That line would obviously receive our first consideration if we received a fresh demand before we looked in any other direction.

Then some questions were put to me on the general issue of dismantling lines. Mr. Shantidas Askuran said that we had dismantled them, I think his words were, "merely because they were superfluous". Surely not? The main reason for dismantling them was not, as he and other Honourable Members suggested, that they were unremunerative. The first reason for dismantling them was that we wanted the rails, and on that very urgent demand we naturally looked first to those lines which were unremunerative or which could most easily be spared. That I think is the answer to the Honourable Mr. Sapru, who said "What you have done is to inconvenience the ordinary man". I admit it; but the ordinary man would be subjected to a good deal more than inconvenience if we were to lose the war.

I was asked by several Members "Why did you not foresee that these lines were going to be unremunerative?" Two of those Members were prominent business men, and I would like to ask them if every speculation they have ever made has been successful.

THE HONOURABLE MR. SHANTIDAS ASKURAN: It is not speculation; it is accounting.

THE HONOURABLE SIR ANDREW CLOW: It is not a question of accounting. Lines are opened with the hope and in the belief that they will prove remunerative. Indeed it is my complaint, and one of the weaknesses I think in Government administration, that the bureaucrat is too unwilling to take risks. He knows that if he spends public money and it goes "down the drain" so to speak he will be blamed. Whereas if he does nothing and fails to take a good opportunity of making money no one is ever going to make any criticisms at all. In a commercial concern you have to take risks, and here, in the light of what we now recognize to have been an age when people saw things through rather rosy spectacles, both in the official and the unofficial world, a number of lines were laid down in the hope that they would prove remunerative. That hope has been falsified, largely I think by factors which those who designed the railways could not have foreseen, such as the road competition, and other factors to which I referred in the Budget speech I delivered in last year. We do not conceal the particulars of the working of these lines where separate accounts are maintained. I lay regularly on the table of another House particulars of the results of working of recently opened lines.

There were also a number of remarks about the construction of locomotives and several Members expressed disappointment. I sincerely share that disappointment, but I cannot agree with the Honourable Pandit Kunzru that we have practically abandoned the scheme. I feel sure that if he knew how great the practical difficulties were at the moment—difficulties in respect of men, for we have been asked to spare men and the country is being scoured for

technical talent, difficulties in respect of materials, because we have had men coming round our workshops and saying "Surely you can spare this or that machine tool to help to make munitions", and difficulties in respect of shops—I think he would realize that this is not the moment at which we are in a position, with the best will in the world, to embark on this big new industry. Pandit Kunzru referred to the very divergent estimates of our future need of locomotives. I have no reason to believe that those divergent estimates do not represent the honest views of the technical officers who supplied the estimates. There is a big margin for difference particularly in one's estimate of locomotive user and the number that we shall require to run the traffic in a few years. But of course every day that passes is going to make the demand for locomotives after the war or even before it greater than it is today and it is fortunate that we have this line offering, because my anticipation is that the end of the war will see a big surplus both of plant and of machinery and of technical skill in this country.

Then there were a number of observations on the subject of State-management of railways. Mr. Kalikar in particular referred to the Acworth Committee and to remarks in a speech of Sir Charles Innes, but I was surprised at the deductions he drew from the remarks that Sir Charles Innes made, because I think if he reads the whole speech he will find it very difficult to extract the conclusion that Sir Charles Innes was a believer in transferring from Company-management to State-management.

THE HONOURABLE MR. V. V. KALIKAR : Sir Charles Innes may not be a believer in transferring railways from Company-management to State-management, but the deduction I drew was that it was the accepted policy of the Government of India to give preference to State-management.

THE HONOURABLE SIR ANDREW CLOW : Sir Charles Innes said :—

"I am not making a statement of policy. I do not wish it to be implied that we are adopting this course because we are convinced that State-management is the best form of management for India".

He referred to certain particular railways, and I think the Honourable Member was rather confused between the idea of transferring management to India and the idea of transferring management to the State, which are two quite different things. Sir Charles Innes contemplated, I think, that we should retain Company-management, but at that time he was thinking of the possibility for some lines of setting up Indian companies. But the Honourable Pandit Kunzru asked dramatically "Has anything happened since then?" A great deal has happened since then. Since then 17 or 18 years have passed—

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : To the discredit of State-management?

THE HONOURABLE SIR ANDREW CLOW : With all deference to the Acworth Committee, I should say surely we, Honourable Members of this House and I, are in a better position in many ways than the Acworth Committee was. We have a long experience of State-management and we are entitled to form our own views in the light of that experience. In fact the Honourable Pandit has formed very definite views in the light of that experience, but I am not quite sure that they coincide in all respects with mine. I have noted his remarks on the B. and N.W.R. I felt a little flattered that he was able to devote so much of his speech not to alleged shortcomings during the past year but to possible needs in the future. I have not yet seen or had the opportunity of considering the facts in the case of the Railway to which he alluded. The case is being examined with care at the present time.

[Sir Andrew Clow.]

Now, Sir, I should have liked to have left on one side the issue raised by Honourable Members who left the House before I entered, but as nearly every Member has alluded to it and as Sir Muhammad Yakub specially raised the question, I feel it would be discourteous on my part to pass it over without comment, particularly so as Mr. Hossain Imam did me the courtesy of indicating what I take to be the four main grievances under which he feels that the Muslims on the railways are suffering. So I shall endeavour to allude quite briefly to the four points he made. "Firstly", he said, "our grievance is that since the fixation of a communal ratio for direct recruitment to the superior posts Muslims have not received even three-fourths of that quota. The superior posts are all of one class but our quota is fixed in each branch separately and there is no interchange, as is done in the case of Anglo-Indian recruitment". It is true that for causes which have been explained and which are not within my control, the full number of Muslim officers has not been appointed in the past. There has been a small deficiency but I believe the figures for this year are good. But these appointments are filled by the Public Service Commission. This, however, I should make clear, is to the best of my recollection and belief, the first time that I have ever heard the suggestion that there should be some interchange system with a view to securing the full quota of Muslim officers and if that suggestion had been made to me in the past I should have been very ready to consider it. I shall certainly look into the matter now.

"Secondly", he said, "unduly large number of posts are filled by promotion on communal grounds to keep out Muslims. In all civil services there is a fixed percentage between 20 and 33 for promotion. There is no fixed proportion in railways for filling up by promotions". I am afraid I am unable to follow the argument, because I do not believe it is true, having had a long experience of dealing with many departments, that "in all civil services the percentage is between 20 and 33 for promotion". What we do normally is to fill some grades by promotion and others by direct appointment. There is obviously nothing sacrosanct about that and these are always matters which are open to reconsideration in the light of the needs of the services.

"Thirdly", he said, "we do not want 25 per cent. share in the promotions. This is a complete mis-statement. What we demand is 25 per cent. in the total recruitment no matter whether you give it by promotion or by direct recruitment". Here again I am mystified. I do not recollect that I said on any occasion that the Muslims wanted 25 per cent. of promotion. I am not clear what is meant by saying they want 25 per cent. in the total recruitment, "whether by promotion or direct recruitment". The implication it raises to my mind is that they want promotion to be based on communal lines where there is a deficiency in Muslims in the grade. But I may have misinterpreted it and if it will be explained and will not involve basing promotions on communal grounds, I shall be happy to consider the question.

"Fourthly," he said, "we want direct recruitment in the intermediate grades like the lower gazetted staff and have been asking for it since 1931, as will be apparent if the Honourable Member will look up the memorandum which was prepared by his Department in February, 1931". So far as I can ascertain this is the same point as is raised in the second grievance, that there should be a proportion reserved for direct recruitment,—or to put it the other way, that there should be a limitation on the number of posts to be filled by promotions. But here again, I may be in error in interpreting the demand. All I can say is that if this has been going on since 1931, it is a little curious

that I should be accused of communal bias when I was merely continuing the policy of my predecessors.

I will, however, concede this to Mr. Hossain Imam that he did not accuse me of communal bias but painted me as a rather gullible officer who was taken in by the officers responsible. Well, Sir, I can only state my own opinion. I have worked with large numbers of officers and certainly I and all these officers who now work with me are, I know, most solicitous about the carrying out of the policy laid down by Government. We are fully aware of the fact that small minorities of men working largely under officers of another caste or creed may feel in difficulties and may at times be subject to handicaps but we do our best to make allowance for that. I am not prepared to say that there are no officers in the subordinate grades who ever yield to communal bias. No one is perfect. I can only say that, so far as I have looked into personal cases, I can testify to the fact that of the hundreds of officers who have actually worked with me of various castes and creeds, Muslims, Hindus, Christians and others, nearly all brought to their task a genuine desire to carry out the declared policy of the Government and to avoid communal bias. No system is perfect and I can claim no perfection for this system. Mr. D'Souza has recommended certain measures which in his view would make the system more satisfactory and the Railway Board and I are at all times ready to consider any system which will do justice to those in the service and will give a greater measure of justice to those who wish to get in, and which will do something of equal importance, and that is, convince the man that they are getting justice.

I have known Sir Muhammad Yakub for many years. I have had him as a friend, I have had him as a superior officer and I have had him as a colleague. And I am sure that he personally at least knows that, so far from having any bias against his community, I have always made it my care to see that officials of that community get full justice. When I said that I was anxious to see that promotions were not based on communal considerations, I should like to make it clear that I am equally anxious to see that no man of any community is prejudiced because he happens to belong to that community.

The Council then adjourned till Twelve Noon on Wednesday, the 26th February, 1941.