

Monday, 22nd February, 1943

COUNCIL OF STATE DEBATES

(OFFICIAL REPORT)

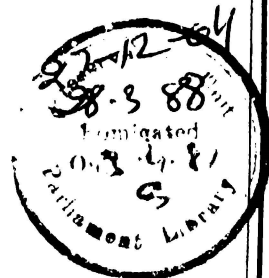
VOLUME I, 1943

(15th February to 3rd April, 1943)

THIRTEENTH SESSION

OF THE

FOURTH COUNCIL OF STATE, 1943



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COUNCIL OF STATE

Monday, the 22nd February, 1943.

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

PROTEST BY THE PROGRESSIVE PARTY AGAINST THE POLICY OF GOVERNMENT IN CONNECTION WITH THE FAST OF MR. GANDHI.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU (United Provinces Northern : Non-Muhammadan) : Mr. President, I am grateful to you for giving me an opportunity of making the position of my Party clear regarding today's proceedings.

We are in total disagreement with the policy adopted by Government in connection with the fast of Mahatma Gandhi. We have no desire to condone violence. But Mahatma Gandhi, while charged with having instigated his followers to acts of violence, was given no opportunity of testing the accuracy of the information received by Government and rebutting the accusation brought against him. In demanding that the matter should be sifted by an impartial tribunal and that he should be placed in a position in which he could adequately defend himself, he was demanding the barest justice. The action of the Government of India in denying him this justice and refusing to release him unconditionally compelled three independent and patriotic Indian members of the Viceroy's Executive Council,* who held a position in public life and who fully knew the importance of maintaining law and order, to sever their connection with Government. Their resignation has deprived the Executive Council of any claim that it might have had to represent public opinion.

Mahatma Gandhi is our greatest national asset, and a world figure. The refusal of Government to release unconditionally such a man, who is revered by millions of his countrymen, to enable him to defend himself is against all canons of fair play, and fills us with indignation at their arrogance and their contempt for public opinion.

In these circumstances, our Party has decided, as a mark of its protest against the unjust policy of Government, not to attend today's sitting of the Council.

(The Members of the Progressive Party then left the Chamber.)

QUESTIONS AND ANSWERS

TECHNICAL OFFICERS SERVING UNDER THE CIVIL DEFENCE DEPARTMENT.

19. THE HONOURABLE MR. P. N. SAPRU : (a) How many officers have been appointed by the Civil Defence Department since its inception for technical advice, instruction and supervision in the Centre and in the Provinces ; such as Area Advisers, Technical Advisers, Warning Officers, etc. ? Who are these officers ? What are their qualifications ?

(b) What qualifications were prescribed to select candidates most suitable for such responsible posts as Area Advisers, Technical Advisers, etc. ?

(c) Which of these officers possess—

(i) actual "blitz" experience ;

(ii) previous experience of the kind of work entrusted to them ; and

(iii) intimate knowledge of the locality or province to which they are assigned ?

(d) Did Government take steps to ascertain whether Indians with the experience and qualifications mentioned in part (c) above were available ?

(e) Did Government advertise the jobs ?

(f) Will Government consider the question of selecting suitable Indians who have local knowledge, technical experience and study of Civil Defence, and of sending them abroad for further experience and training ?

THE HONOURABLE SIR JWALA PRASAD SRIVASTAVA : (a) A statement is laid on the table.

(b), (c), (d) and (e). No qualifications were prescribed. It was a question, as soon as the need for creating a post arose, of getting the most suitable man available at the earliest possible moment, preferably one with previous experience but failing that one of tested character and merit and then of training him as quickly as possible.

The Government of India would have been glad, in all cases, to have advertised the posts, as was done in the case of the Air Raid Warning Officers, had the imperative necessity of speed not compelled them to adopt the method of direct selection.

As will be seen from the statement, some of the officers possess actual "blitz" experience and some had previous knowledge of the work entrusted to them.

As regards (c) (iii), none of the Government of India officers deal with one locality or province and so the question does not arise.

(f) In the earlier days of preparation men with previous training and, if possible, with "blitz" experience were essential and very great difficulty was found in obtaining enough of them. With the setting up of six Civil Defence Schools in India capable of giving all the training that is necessary and with some experience of actual air raids on Indian towns, though none of these have yet approached "blitz" intensity, it is not necessary to send men abroad for experience and training.

Statement showing the names and designations of the Technical Officers serving under the Civil Defence Department.

Names.	Designations.	Qualifications.
Brig. A. J. Reeve (British) Director, Operations and Training.		<ol style="list-style-type: none"> Has no 'blitz' experience. Was responsible for the protection from air raids of air craft factories, shadow factories and all dependent factories in United Kingdom on behalf of the Air Ministry. Knows the whole of India with the exception of Orissa and has served 21 years in the country in the Indian Army.
Lt.-Col. C. J. Toyne, (British) Deputy Director, Operations and Training.		<ol style="list-style-type: none"> Had 'blitz' experience during the year 1940-41 in London Region (a) Was A. R. P. Officer, Battersea, from March, 1937 to September 1937. (b) Was Regional Officer of Home Office (A. R. P. Department) and Ministry of Home Security, from September, 1937 to November, 1940. Was an Officer of Indian Army, from 1918 to November, 1935. Has toured India extensively.
Major R. J. F. Sansome, R. E. (British) Structural Precautions Officer.		<ol style="list-style-type: none"> Has no 'blitz' experience. (a) Was entrusted with the work of design and construction of air raid shelters and accommodation in Southampton prior to leaving for India. (b) Before his transfer to the Civil Defence Department he was entrusted with the work in India of design and construction of buildings for military purposes including air raid shelters, bomb proof structures and other buildings for passive air defence purposes. (c) Was a lecturer on the structural side of Passive Air Defence in the staff of Engineer-in-Chief's Branch, when Passive Air Defence was started. (d) Conducted a series of full scale experiment with 500 lbs. bombs. (e) Is an Associate of Institute of Civil Engineers (Chartered Civil Engineer). He has been in India since April, 1940 and is familiar with all types of buildings, etc.
Mr. G. Scholes, B.Sc. (Hons.) (British) Central Chemical Adviser.		<ol style="list-style-type: none"> Had 'blitz' experience in England up to September, 1941. (a) Was an Identification Officer in England. (b) Had experience in war gases at the University of Manchester. (c) Was a research chemist of I. C. I. and Dye stuff group, which is closely attached to war gas production.
Mn. V. R. Fenn, (British) Fire Fighting Adviser.		<ol style="list-style-type: none"> Had 'blitz' experience from the outbreak of war till 17th July 1942 in the East end of London. Attended 'blitz' fires at Manchester, Bristol, Southampton, Portsmouth and Coventry. He has 21 years professional fire brigade experience during which period he rose from the ranks to the position of Divisional Officer. All his services have been spent in the East of London.
Mr. H. Waddington, (British) Camouflage Representative.		<ol style="list-style-type: none"> Has no 'blitz' experience. (a) Is a registered Architect of Great Britain and N. Ireland. (b) Extensive study of air photography in connection with Archaeology in United Kingdom, Palestine, Egypt and India (1928 to 1942). (c) Trained at Camouflage School, Kirkee. Has toured in Delhi, Rajputana, Central India, Punjab and United Provinces while employed in Archaeological Survey Department, Government of India since July, 1937.
Mr. J. S. Vorley, O. B. E., I. F. S. (British) Deputy Director Warnings.		<ol style="list-style-type: none"> Had 'blitz' experience in Burma. Was Commissioner of Civil Evacuation in Burma. In I. F. S. he was Deputy Conservator of Forests.
Mr. W. F. M. Davies, I. P. (British) Area Adviser, Southern India Army Area.		<ol style="list-style-type: none"> Has no 'blitz' experience. Received training at the Civil Defence Staff School, Calcutta. Has been an Officer of Indian Police since 1927.
Wing Commander A. H. S. Steele-Perkins, O. B. E., R. A. F. (retd.) (British) Area Adviser, Eastern India Army Area.		<ol style="list-style-type: none"> Inspector, Home Office (A. R. P. Department) 1935-1938. Wrote "C" series Home Office A. R. P. memoranda (Public Utilities). Had big part in working out Port of London A. R. P. Scheme. (a) Was Director of A. R. P. in Hong Kong. (b) Has served in the Royal Navy and R. A. F. Has toured extensively throughout India.

Names.	Designations.	Qualifications.
Lt.-Col. B. K. Sheorey, I. M. S. (Indian)	Assistant Director, General, I. M. S. (A. R. P.)	1. Had 'blitz' experience during the battle of London, 1940-41. 2. (a) M.B.B.S. (Bombay). D. L. O. (London). F. R. C. S. (England.) (b) Professional experience of about 14 years. (c) Hospital experience—Held 8 hospital appointments in England, 1934-1941. (d) Surgeon, E. M. S. Metropolitan Hospital, London (Ministry of Health appointment from September, 1939 to January, 1941) during this period did all major air raid surgery at the Metropolitan Hospital, London.
Lt.-Col. E. K. Yiend. (British)	Deputy Director, Schools.	1. Air raid experience in United Kingdom. 2. Instructor, Chemical Warfare School, India, 1930-1936. A. R. P. Officer, Coventry, 1936-1938. A. R. P. Officer, Croydon, 1938-1940. 3. Was an Officer of Indian Army from 1916-1936. Stationed all Provinces except Bombay, Orissa and Bihar.
Mr. E. G. D. Robertson. (British)	Assistant Director, Schools.	1. Air raid experience in United Kingdom and Burma. 2. A. R. P. training in United Kingdom, 1940. In charge Central A. R. P. Training, Burma
Captain T. Marlow. (British)	Commandant, Staff College.	1. 'Blitz' experience in United Kingdom, 1939 to November, 1941. 2. Regional Officer, S. E. Region, Ministry of Home Security, 1938-1941. 3. Officer in Indian Army, Great War.
Lieut.-Col. H. I. Bulkeley, B. E. (retd.). (British.)	Commandant, Industrial School, Calcutta.	1. 'Blitz' experience in United Kingdom, 1939-1942. 2. Structural Precautions Adviser to Ministry of Supply, United Kingdom 1940-1942. 3. Twelve years military experience of India.
Mr. E. J. Little. (British)	Commandant, Instructors, School, Calcutta.	1. 'Blitz' experience in United Kingdom, 1939 to June, 1942. 2. A. R. P. Officer, Southend, 1939-1942.
Mr. L. G. Mirchandani. (Indian)	Commandant, Instructors' School, Hyderabad.	1. No air raid experience. 2. Two years various A. R. P. Training in United Kingdom, 1938-1940. Assistant A. R. P. Officer, Sind Government, 1940-1941.
Mr. J. E. Lee. (British)	Commandant, Specialist School, Lahore.	1. 'Blitz' experience 1939 to June, 1942. 2. Ministry of Home Security Regional Officer, 1939-1942.
Major C. A. Spong. (British)	Commandant, Specialist School, Bombay.	1. 'Blitz' experience in United Kingdom 1939 to June, 1942. 2. Ministry of Home Security Regional Officer, 1940-1942.
Mr. H. W. Birkett. (British)	Deputy Commandant, Staff College Lahore.	1. 'Blitz' experience in United Kingdom, 1939 to June, 1942. 2. County A. R. P. Officer, Cornwall, 1939-1942.
Mr. F. G. Caudery. (British)	Deputy Commandant, Industrial School, Lahore.	1. 'Blitz' experience, 1939 to June, 1942. 2. A. R. P. Training Officer, Amersham, United Kingdom, 1938-1942.
Major S. McCullagh. (British)	Deputy Commandant, Instructors, School, Calcutta.	1. 'Blitz' experience United Kingdom, 1939 to June, 1942. 2. Deputy County A. R. P. Officer, Bedfordshire, 1939-1942.
Mr. R. Billmoria. (Indian)	Deputy Commandant, Instructors, School, Hyderabad.	1. No 'blitz' experience. 2. Chief Warden, Calcutta, 1940 to January, 1942.
Mr. P. F. Croysdill. (British)	Deputy Commandant, Specialist School, Lahore.	1. 'Blitz' experience in United Kingdom 1939 to June, 1942. 2. Rescue Services Training Officer, Hendon, 1939-1942.
Mr. J. M. Mollison. (British)	Deputy Commandant, Specialist School, Bombay.	1. 'Blitz' experience in United Kingdom 1941 to June, 1942. 2. A. R. P. Officer, Hornchurch and Peterborough, 1941-1942.
Mr. H. B. Fooks. (British)	Gazetted Instructors	1. 'Blitz' experience in United Kingdom. 2. Training Officers under United Kingdom, local authorities.
Mr. M. V. W. Stratford. (British)		
Mr. A. W. Goddard. (British)		
Mr. T. W. Martin. (British)		
Mr. B. L. Sahney. (Indian)	Gazetted Instructors	1. Air raid experience in Burma. 2. Held wartime appointments under Burma Government.
Mr. P. G. Gollerkeri. (Indian)		
Mr. A. B. Advani. (Indian)	Gazetted Instructors	1. No 'blitz' experience. 2. Held A. R. P. appointments under Provincial Governments or Departments.
Inspector J. H. Webb (domestic European)		
Mr. K. K. Kapani. (Indian)		
Dr. P. K. Banerjee. (Indian)		
Mr. W. T. Rose. (British)	Junior Instructors	1. 'Blitz' experience in United Kingdom, 1939 to June, 1942. 2. Instructional appointments under United Kingdom, local authorities.
Mr. W. J. Gane. (British)		
Mr. F. G. Benson. (British)		
Mr. S. S. Shanks. (British)		
Mr. H. G. Evans. (British)		
Mr. W. A. Barker. (British)		
Mr. B. B. Moome. (Indian)		
	Junior Instructor	1. 'Blitz' experience in United Kingdom, 1939 to June, 1942. 2. Stretcher Party paid member and Incident Officer, London County Council, 1939-1941.

Names.	Designations.	Qualifications.
Mr. C. O. Lynsdale. (Anglo-Burman)	Junior Instructor	1. Air raid experience in Rangoon, 1941-42. 2. Divisional Warden, Rangoon.
Mr. S. B. Mathur. (Indian)	Junior Instructors	1. No 'blitz' experience. 2. Trained in Central Civil Defence Schools, Held Civil Defence appointments under Provincial Governments.
Mr. B. B. N. Mitter. (Indian)		
Mr. P. D. Mehta. (Indian)		
Mr. O. P. Shori. (Indian)		
Mr. S. P. Borker. (Indian)		
Mr. B. d'Silva (Anglo-Indian)		
Mr. G. E. Mitchell (Domiciled European)		
Mr. K. C. Saigal. (Indian)		
Mr. S. K. Brahma- chary. (Indian)		
Mr. P. J. C. Godfrey. (Anglo-Indian)		
Mr. M. Khan Bahadur. (Indian)		
Mr. S. Jilani. (Indian)		
Mr. Barin Dutt. (Indian)		
Mr. O. C. Williams. (Anglo-Indian)		
Mr. W. S. Khan. (Indian)	Sub-Instructors	1. No 'blitz' experience. 2. Trained in Central Civil Defence Schools and held A. B. P. appointments under Provincial Governments.
Mr. B. C. Lawrence. (Anglo-Indian)		
Mr. P. C. Chatterjee. (Indian)		
Mr. S. J. Ahmed. (Indian)		
Mr. B. D. Ishwar Singh. (Indian)		
Mr. S. M. Hussain. (Indian)		
Mr. Jagdish Raj. (Indian)		
Mr. V. P. Dhawan. (Indian)		
Mr. L. L. Sharma. (Indian)		
Mr. S. L. Tandon. (Indian)		
Mr. G. C. Davis. (Anglo-Indian)	Sub-Instructors	1. 'Blitz' experience in Burma. 2. Held A. B. P. appointments in Burma.
Mr. P. H. Tresham. (Anglo-Indian)		
Major H. Pigot. (British)	Ex-Commandant, Instructors' School, Calcutta (resigned).	1. Air raid experience 1940. 2. A. B. P. Officer, Marylebone, London, 1939-1940. 3. Twenty years Officer in Indian Army.
Mr. R. Adiseshiah. (Indian)	Ex-Instructor, Staff School, Cal- cutta (resigned.)	1. No air raid experience. 2. College Professor. Warden Service Officer, Delhi. Trained at Central Schools.
Dr. P. G. Horneburgh, G. M. (British)	Ex-Commandant, Specialist School, Bombay (trans- ferred).	1. Intensive 'blitz' experience 1940 to June, 1942. 2. M. O. I/c, Casualty Services Midlands Area, United Kingdom, Member of Advisory Panel, Rescue and Casualty Services, Ministry of Home Security.
Captain R. Playford. (British)	Ex-Instructor, Staff, School, Calcutta. (Reverted to mi- litary service).	1. 'Blitz' experience, 1940 to May, 1941. 2. A. B. P. Officer, Northern Area County, Durham, United King- dom. 3. Officer in Indian Army, 1916-1922.

Summary.	
No other than Indians or Anglo-Indians	35
Number of Indians	29
Number of Anglo-Indians and Domiciled Europeans	8
	Total
Number with 'blitz' experience	37

NUMBER OF ORDINANCES PROMULGATED SINCE THE OUT BREAK OF WAR.

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

(i) the number of Ordinances promulgated by the Governor General since August, 1942, and since the inception of the war ;

(ii) briefly the matters dealt with by them ;

(iii) how many of them take away the jurisdiction of the High Court altogether and substitute Special Courts for them ; and

(iv) what is the highest penalty that can be imposed under them ?

(b) Will Government lay the Ordinances on the table of the House ?

THE HONOURABLE MR. K. V. K. SUNDARAM : (a) (i) The number of Ordinances promulgated by the Governor General since August, 1942, is 41, and the number promulgated since the inception of the war is 115.

(ii) It is not possible to summarise the matters dealt with in 115 enactments within the scope of a reply to a question.

(iii) Two of the Ordinances may be said to take away the jurisdiction of the High Courts and substitute Special Courts for them in regard to certain classes of cases.

(iv) The death penalty has been made imposable in two Ordinances.

(b) Copies of all the Ordinances are in the Library and no purpose would be served by laying them on the table.

PUBLICATION OF A BOOKLET ENTITLED *Fifty facts about India*.

21. THE HONOURABLE MR. P. N. SAPRU : Has the attention of Government been drawn to a booklet printed by the British Information Services ? Was the Indian Agent consulted in regard to it ?

THE HONOURABLE SIR MAHOMED USMAN : Part 1.—Yes, if the Honourable Member is referring to the booklet *Fifty facts about India*.

Part 2.—No.

APPOINTMENT OF MR. SPENS AS CHIEF JUSTICE OF INDIA.

22. THE HONOURABLE MR. P. N. SAPRU : (a) Was the Government of India consulted in regard to the appointment of Mr. Spens as Chief Justice of India ?

(b) Did Government press for the appointment of an Indian to that position ?

THE HONOURABLE SIR MAHOMED USMAN : (a) No. The appointment of the Chief Justice of India is made by His Majesty and is not the concern of the Governor General in Council.

(b) Does not arise.

APPOINTMENT OF EUROPEANS AS SECRETARIES OF DEPARTMENTS WHICH ARE IN THE CHARGE OF INDIAN MEMBERS OF COUNCIL.

23. THE HONOURABLE MR. P. N. SAPRU : Is the appointment of Europeans as Secretaries of the Departments under the charge of the Indian members of the Executive Council a matter of policy ? If so, what is the reason therefor ?

THE HONOURABLE MR. E. CONRAN-SMITH : The reply to the first part of the question is in the negative. The latter part does not arise.

IMMIGRATION OF INDIANS.

24. THE HONOURABLE PANDIT H. N. KUNZRU : Are Government aware that the Ceylon State Council passed a resolution on the 27th January, 1943 to the effect that no further immigration of Indians to Ceylon should be permitted ? Did the Leader of the Council, Mr. Senanayake state that the Ministers had given no instructions to Sir Baron Jayatilaka to recruit labour from India and that they would do nothing contrary to the wishes of the Council ? If so, will Government state on whose behalf they have been asked to allow 20,000 Indian labourers to go to Ceylon ?

THE HONOURABLE MR. G. S. BOZMAN : The replies to the first two parts of the question are in the affirmative. As regards the third part the Governor of Ceylon stated that he had been asked by the Board of Ministers to ascertain whether the Government of India would be prepared to permit the recruitment of 20,000 additional labourers for work in estates in Ceylon. A copy of the Governor's telegram was placed on the table of the House on 15th February, 1943.

FINANCIAL ASSISTANCE TO EVACUEES.

25. THE HONOURABLE PANDIT H. N. KUNZRU : Do Government still require the evacuees from Burma and Malaya whom they give relief to enter into an undertaking that they will repay the expenditure incurred by them in connection with their relief ? Are such undertakings required from orphans also ?

THE HONOURABLE MR. G. S. BOZMAN : The reply to the first part is in the affirmative. As regards the second part, the local authorities are empowered to waive the requirement regarding undertakings to repay, in the case of financial assistance granted to destitute evacuee orphans.

STANDARD CLOTH.

26. THE HONOURABLE PANDIT H. N. KUNZRU : (a) Did the Honourable the Commerce Member state publicly some time ago that standard cloth would be available to the public in February, 1943 ?

(b) Will Government state whether standard cloth has been placed on the market, and if so, in what quantity ?

(c) If the answer to (b) is in the negative, will Government state fully why standard cloth is not available yet and when it will be available ?

(d) What are the arrangements made for marketing standard cloth and what will be its price as compared with the prevailing price of cloth used by the poorer sections of the population ?

THE HONOURABLE MR. N. R. PILLAI : (a) Yes.

(b) and (c). A quantity of about 1½ lakhs yards of standard cloth has been supplied to the Government of Assam, and it is expected that a further quantity of about 15 million yards will be on sale in different parts of India by the middle of March.

(d) Under the proposed new scheme the primary responsibility for making adequate arrangements for the marketing of standard cloth rests with Provincial Governments and the Government of India are in correspondence with Provincial Governments in regard to this and other matters arising out of the scheme.

Broadly speaking, the prices of standard cloth are expected to be about 40 per cent. below the open market rates now current for similar types of cloth.

FACILITIES ACCORDED TO SECURITY PRISONERS IN THE CENTRALLY ADMINISTERED AREAS AND IN PROVINCES.

27. THE HONOURABLE PANDIT H. N. KUNZRU : (a) What are the facilities accorded to the detenus in the centrally administered areas and in the provinces ? Are they allowed to receive newspapers and to write letters to and interview their relatives ?

(b) What is the daily allowance prescribed for the detenus in the centrally administered areas and the provinces ? Do Government propose to raise it in view of the rise in prices ?

(c) Are any allowances given to the dependants of the detenus for their maintenance ?

THE HONOURABLE MR. E. CONRAN-SMITH : (a) The conditions of detention prescribed by the Central Government for their security prisoners are contained in the Central Government Security Prisoners Order, 1942, an up-to-date copy of which has been placed in the Library. Provincial Governments have framed their own Orders on similar lines. Under that provision of the Orders which authorises modification of the ordinary rules in certain cases, security prisoners detained in connection with the present Congress movement are not, in centrally administered areas and in most provinces, allowed interviews, and correspondence is limited to personal and domestic matters with the members of their families.

(b) No daily allowance is given to security prisoners.

(c) Family allowances are sanctioned in cases in which the need for such assistance is fully justified.

BRITISH FOOD EXPERT AND EUROPEAN ECONOMIC ADVISER.

28. THE HONOURABLE RAJA YUVERAJ DUTTA SINGH : (a) Will Government state whether any British expert has been imported into India to advise them on the food situation in this country ? If so, what is his experience of this country ; and of its local conditions ?

(b) Is it a fact that the European Economic Adviser to the Government of India, who was on a fairly long deputation to England, has recently returned to India ? If so, is he not qualified to give advice to Government on the food situation in India ? What are the duties and functions of this Economic Adviser ?

THE HONOURABLE MR. B. G. HOLDSWORTH : (a) Mr. H. D. Vigor, a senior officer from the Ministry of Food is arriving shortly to advise on problems connected with Government control of supply and distribution of foodgrains. It is understood that he has no direct experience of this country and of local conditions here. He has, however, during the whole of his service under the Ministry of Agriculture and recently under the Ministry of Food, been concerned with questions affecting cereals and, principally, wheat, and may, therefore, be presumed to have a good knowledge of wheat conditions in the principal wheat-producing areas.

(b) Yes. The Economic Adviser to the Government of India was not deputed to the United Kingdom for the purpose of studying the food problem there, but to familiarise himself by personal contact with the trend of opinion in regard to economic matters especially in the fields of international trade policy and social

and economic reconstruction. As a member of the Food Advisory Council, however, he gives advice on the food situation in India. As regards his duties and functions the attention of the Honourable Member is invited to pages 124-26 of the Proceedings of the Meeting of the Standing Finance Committee held on the 11th February, 1937, a copy of which is in the Library.

CREATION OF POST OF DIRECTOR OF WOMEN'S AIR RAID PRECAUTIONS SERVICES.

29. **THE HONOURABLE RAJA YUVERAJ DUTTA SINGH :** (a) Is there any proposal to create a new post of "Director, Women's A. R. P. Services," and to import a foreign expert for this job? If so, what will be the functions and duties of the occupant of this appointment which could not be performed without adding to the expenditure which is already incurred in connection with the Department of the A. R. P. Services?

(b) What will be the salary and other emoluments of the holder of this newly created post?

THE HONOURABLE SIR JWALA PRASAD SRIVASTAVA : (a) This matter was among those discussed at the Women's Civil Defence Conference held at New Delhi on the 27th January, 1943.

The question of whether any such appointment should be made is under consideration.

(b) This will be considered only if it is decided to create such a post.

CENTRAL TRAILER PUMP RESERVE DEPOT.

30. **THE HONOURABLE RAJA YUVERAJ DUTTA SINGH :** Is it a fact that a Central Trailer Pump Reserve Depot of the Government of India has been opened in Calcutta, and that about ten British officials have been brought out to organise this depot? What are the activities and functions of this depot; is there no one in India qualified enough to organise it? What is the approximate expenditure involved in this undertaking?

THE HONOURABLE SIR JWALA PRASAD SRIVASTAVA : A Central Trailer Pump Reserve Depot will shortly be opened somewhere in North East India but it is not correct to say that ten British officials have been brought out to organise it.

The intention is to have, not only a depot of trailer pumps, but a reserve of highly trained fire officers with experience of "blitz" fire conditions so that either the pumps or the personnel or both could be used to reinforce areas in which big conflagrations occurred.

It is not in the public interest to disclose the exact location of the depot nor the numbers of pumps or officers who will be concentrated there but no personnel has been brought out specially for the purpose: it will be manned by personnel already in India.

It is not yet possible to state the approximate expenditure involved as estimates are under preparation and the necessary local inquiries have not been completed.

APPOINTMENT OF AN ANGLO-AMERICAN TECHNICAL MISSION TO INVESTIGATE PORT AND SHIPPING CONDITIONS.

31. **THE HONOURABLE RAJA YUVERAJ DUTTA SINGH :** Will Government state whether a joint Anglo-American Mission has been appointed to inquire and make recommendations on the working of the Indian ports? Who are its members, and what recommendations it has made?

THE HONOURABLE SIR LEONARD WILSON : The reply is in the affirmative and I would refer the Honourable Member in this connection to the two *communiqués* issued on the 1st and 7th November, 1942, of which I lay copies on the table.

The members of the Mission were :—

British.

1. Mr. R. S. MacTier, British Ministry of War Transport, Chairman.
2. Lt.-Col. J. A. S. Rolfe, R.E., Assistant Director of Transportation, War Office.

American.

1. Mr. Bushrod B. Howard, War Shipping Administration.
2. Commander M. L. Worrell, United States Navy.
3. Major John C. Vaeth, Transportation Corps, United States Army.
4. Mr. Gustaf H. Nyberg, Combined Shipping Adjustment Board, Secretary.

India.

1. Mr. W. A. Burns, Government of India.

The mission started work on the 6th November and left India on the 2nd December. The Mission was solely concerned with the technical problems connected with the use and expansion of facilities for a quicker handling of cargoes and quicker turn round of shipping in wartime. The Honourable Member will doubtless realise that it is not in the public interest to disclose the details of the recommendations made by them.

Press Communiqué.

A joint Anglo-American Technical Mission which has been appointed to investigate port and shipping conditions on the West Coast of India and in other countries overseas will soon assemble at Karachi. For the Indian portion of the investigation a representative of the Government of India will be added to the Mission which will *inter alia* make recommendations for achieving better co-ordination of existing facilities with a view to secure maximum use of shipping.

WAR TRANSPORT DEPARTMENT,
NEW DELHI ;

The 1st November, 1942.

Press Communiqué.

The Joint Anglo-American Technical Mission which has been appointed to investigate ports and shipping conditions on the West Coast of India has now assembled at Karachi and will shortly leave for Bombay, Cochin and Colombo. It will then pay a visit to Delhi before returning for a second visit to Bombay. The American party is led by Mr. Bushrod Howard and Mr. Burns, Deputy Chairman of the Calcutta Port Commissioners has been appointed the Government of India's representative. The Mission is authorised to discuss measures to achieve better co-ordination of existing facilities and relief of congestion in order to secure the maximum use of shipping and a copy of the Mission's agreed report will be submitted to the Government of India.

WAR TRANSPORT DEPARTMENT,
NEW DELHI ;

The 7th November, 1942.

DEPREDACTIONS COMMITTED BY KAZAKS IN BRITISH INDIAN TERRITORY.

32. THE HONOURABLE RAJA YUVERAJ DUTTA SINGH : (a) Is it a fact that Kazaks from Tibet despoiled some villages and farms of traders in Kumaon (U. P.) some months back without any effective action being taken either to apprehend the culprits, or compensate the victims ? What are the actual facts and the extent of the damage done ?

(b) Is it a fact that the Political Officer in Sikkim sometime ago visited the Indo-Tibetan border country to inquire into the Kazak depredations ? When did this officer make any inquiry, and why was not this done earlier ? What steps have finally been taken in this connection ; and what aggregate amount of compensation has been paid to the sufferers ?

THE HONOURABLE MR. C. M. G. OGILVIE : (a) The Kazaks did not at any time, either in 1941 or 1942, commit any depredations in British Indian territory.

(b) The Political Officer in Sikkim did not visit Tibet ; but the British Trade Agent, Gyantse, toured in Western Tibet in the summer of 1942. This tour could not have taken place any earlier, the passes to Tibet being closed in the winter. This officer recorded the statements of a number of Indian traders who alleged that they had been looted by Kazaks belonging to the caravan which entered Kashmir in October, 1941. He reached the conclusion that in only one case could it be proved that stolen property was carried away by the Kazaks into Kashmir and the question of compensating the trader concerned is now under correspondence with the Kashmir State. It may be mentioned that early in 1942 the Kashmir authorities searched the Kazaks' camp with a view to recovering stolen property.

AMERICAN ARMED FORCES.

33. THE HONOURABLE RAJA YUVERAJ DUTTA SINGH : Is it a fact that the American armed forces in India are here solely to prosecute the war against the Axis ; and were they warned by their Government to avoid taking any part in the internal troubles in this country ? Will Government state whether these forces or any part thereof were ever employed in the recent internal disturbances in India ? If so, at what places ?

GENERAL THE HONOURABLE SIR ALAN HARTLEY : The answer to the first part is in the affirmative and to the second part in the negative. The third part does not arise.

TENTH UNITED STATES ARMY AIR FORCE.

34. THE HONOURABLE RAJA YUVERAJ DUTTA SINGH : Is it a fact that in the 10th U. S. Army Air Force in India there are no Indian troops, while there are some British personnel assisting the force in some of its functions? If so, is the exclusion of Indian personnel purely accidental or by design; and why should not this exclusion be removed?

GENERAL THE HONOURABLE SIR ALAN HARTLEY : No Indian or British personnel are employed in the 10th U. S. Army Air Force itself. They employ, however, a number of Indian clerks, mechanics, store-keepers, etc., in a civilian capacity. The second part of the question does not arise.

PROPOSAL TO SEND TO RUSSIA A DELEGATION OF INDIAN LABOUR LEADERS.

35. THE HONOURABLE RAJA YUVERAJ DUTTA SINGH : Was there any proposal to send to Russia a delegation of Indian labour leaders to study labour conditions in the Soviet Union, and to examine how far the lessons learnt there could be profitably applied to India? Has any such delegation gone; if so, who were the members; and what has been the result of it?

THE HONOURABLE SIR MAHOMED USMAN : The answer to the first sentence of the Honourable Member's question is yes, and to the second sentence no.

LEASE-LEND AID.

36. THE HONOURABLE RAJA YUVERAJ DUTTA SINGH : Will Government state whether any agreement has been concluded between the British Government and the United States of America, whereby India, or any part of its territory has been hypothecated or mortgaged, or in any way made liable, under the Lease-Lend Act, or otherwise, in consideration of the military and financial help rendered by the United States of America in the War?

THE HONOURABLE MR. C. E. JONES : No.

LEASE-LEND AID.

37. THE HONOURABLE RAJA YUVERAJ DUTTA SINGH : Is there any proposal for direct reciprocal aid agreement between the United States of America and India, under the Lease-Lend Act, or otherwise, to deal with the problem of wartime requirements? If so, will Government make a statement on the subject, indicating the financial, economic and political implications, if any, of such an agreement?

THE HONOURABLE MR. C. E. JONES : Conversations are at present proceeding between representatives of the Government of India and of the United States of America regarding the possibility of such an agreement. A statement will be made at the earliest opportunity.

SMALL COIN PUT INTO CIRCULATION SINCE THE OUTBREAK OF WAR.

38. THE HONOURABLE PANDIT H. N. KUNZRU : (a) What is the total quantity of small coins put into circulation since the commencement of the war?

(b) Have Government withdrawn small coins of any description from circulation since the commencement of the war? If so, will they give full information on the subject including the value of the coins that have been withdrawn?

THE HONOURABLE MR. C. E. JONES : (a) Small coin, including half-rupees, of the nominal value of Rs. 22½ crores were put into circulation during the period September, 1939 to December, 1942. During this period over 2,000 million pieces of small coin were minted.

(b) In the ordinary course all defaced or worn out coin are withdrawn from circulation to maintain the purity of the currency. Standard silver half-rupees have been demonetised as set out in Finance Department Press *Communiqué* dated the 16th November, 1942. The total value of such half-rupees so far withdrawn from circulation is not known.

No other small coin have been withdrawn.

*Press Communiqué.***GOVERNMENT OF INDIA AND SILVER RUPEE POLICY REVIEWED.****WARNING TO HOARDERS OF STANDARDS SILVER RUPEE.***New Quarternary Rupee continues to be full Legal Tender.*

Though Queen Victoria and King Edward VII rupees and half rupees were called in with effect from April 1, 1941 and June 1, 1942 respectively, they have continued to be legal tender at the offices of the Issue Department of the Reserve Bank of India at Bombay and Calcutta in the case of the former and at Bombay, Calcutta and Madras in the case of the latter. To-day a notification issued by the Finance Department terminates the legal tender character of such coins even at the offices of the Reserve Bank of India with effect from May 1, 1943.

A second notification provides that George V and George VI standard silver rupees which have been called in before May 1, 1943 shall cease to be legal tender even at the offices of the Reserve Bank of India from November 1, 1943, the date from which it has already been notified they will cease to be legal tender at Government Treasuries, Post Offices and Railway Offices.

Both notifications, however, provide for the acceptance of such coin by the Reserve Bank of India in its discretion after these dates at such of its offices as it may select in cases where the holder of such coins proves to the satisfaction of the Bank that he was prevented from presenting them before the prescribed dates by circumstances beyond his control.

EARLY HISTORY.*Mints closed to free coinage.*

These notifications mark the culmination of the policy which had its origin more than fifty years ago when the world-wide abandonment of silver as a concurrent currency metal with gold compelled the Government of India to close their Mints to the free coining of silver and to convert the rupee which had previously been a full value silver coin into a token.

The maintenance of such a high silver content as eleven-twelfths has, however, created continual complications. Silver, besides lending itself comparatively easily to counterfeiting has other disadvantages in its pure or nearly pure form as a material for coinage. It was in the first place unduly expensive and the market for its purchase and sale was restricted so that it was difficult and expensive to buy when the Government of India needed it and almost unsaleable when the Government had surplus stocks. For those reasons too it was exposed to unduly speculative influences which often had awkward repercussions on other Indian commodity markets.

Silver carefully nursed.

If, however, the Government of India had attempted to discard it too quickly, they would not only have injured their own finances as a large amount of their funds had been locked up in the purchase of the metal for coinage but, what is more important, would have injured those in this country, largely belonging to the poorer classes, who had invested in this metal in the past at a time when its free exchangeability with the rupee had given it an artificial value and when the lack of investment facilities particularly in rural areas had narrowed their other possibilities of saving. For this reason, silver has had to be carefully nursed by the Government of India over the last 15 years, since sales were first initiated.

War reacts favourably on silver prices.

With the rise in the price of silver due to the war, however, these difficulties have been removed. The local price of silver has now reached a level at which the metallic content of the standard silver rupee is practically the same as its nominal value, and the holder of silver in bullion form has ample facilities to sell it at levels which are not likely to recur and which are certainly high enough to free the Government of India from any responsibility for the future of the metal if he should elect not to take advantage of them now. The Government of India see no reason why those who choose to hoard silver in its coined form should be given an indefinite option either to return it to the Mint at its full nominal value or to melt and sell it as bullion.

Warning to hoarders of standard silver coin.

The time prescribed for the compulsory return is in each case ample and the facilities for exchange at the places appointed for receipt are more than adequate provided that timely advantage is taken of them. If, however, as has happened in several instances in the past, holders prefer to wait until the last moment before tendering their coin, they are warned that they run the risk of being shut out. The officers-in-charge of receiving treasuries have been informed that in the event of a last minute rush they should give preference to those who in their view have been prevented from applying earlier for reasons beyond their control.

Holders of standard silver coin are therefore strongly recommended in their own interest to take them as soon as possible to the nearest convenient treasury or other receiving office. In the case of large holders, to avoid risk of delay and inconvenience, it would be advisable that they should inform the officer-in-charge of the amounts they have, so that mutually convenient arrangements may be made for their examination.

Those who do not take advantage of this extensive period of notice will only have themselves to thank if they find themselves saddled after the war with silver either in the form of uncurrent standard rupee coin or bullion which they are only able to sell at a heavy loss.

Position of new quarternary rupee unaffected.

Finally, it should be emphasised that though the Government of India are finally terminating their liabilities in respect of the standard silver rupee, this does not affect the usefulness of silver in combination with other metals as a material for coinage and that the new quarternary rupee, with its 50 per cent. content of silver and its security edge, is entirely unaffected by these notifications and continues to be full legal tender. These notifications only apply to standard

silver coins of the Queen Victoria, King Edward and George V issues and the comparatively small issue of George VI coin which was issued with the milled and not the security edge.

FINANCE DEPARTMENT,
NEW DELHI;
November 16, 1942.

PAYMENT OF PROVIDENT FUND BALANCES OF RANGOON CORPORATION EMPLOYEES.

39. THE HONOURABLE PANDIT H. N. KUNZRU: Will Government state what decision has been arrived at with regard to the payment of the Provident Funds of the employees of the Rangoon Corporation who have evacuated to India?

THE HONOURABLE MR. G. S. BOZMAN: I am informed that employees of the Corporation under notice of discharge have been permitted to withdraw up to 25 per cent. of the balances in their Provident Fund accounts, but those with balances of less than Rs. 100 are being paid in full. Employees not under notice of discharge are eligible for temporary advances up to 25 per cent. of the sums at their credit.

LOSSES SUFFERED BY RAILWAYS AS A RESULT OF THE CIVIL DISTURBANCES.

40. THE HONOURABLE MR. HOSSAIN IMAM: Will Government state the losses suffered by the Railways in each province under the following heads: permanent way, rolling stock and buildings?

THE HONOURABLE SIR LEONARD WILSON: It is presumed the Honourable Member refers to losses suffered by Railways as a result of the recent civil disturbances. I regret I am unable to supply this information by provinces, but I lay on the table of the House a statement showing the cost of damage on each Railway under various heads, permanent way, rolling stock, buildings, etc.

Statement of damage to railway property during the civil disturbances received from Railways up to 31st January, 1943.

Railway.	Damage to station buildings, etc.	Damage to ancillary equipment, etc.	Damage to track.	Damage to bridges.	Damage to rolling stock.	Total.
1	2	3	4	5	6	7
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
B. & A.	78,844	33,291	14,611	6,480	3,50,327	4,83,553
B., B. & C. I.	4,818	21,768	4,900	1,019	1,22,696	1,55,201
B. & N. W.	3,07,734	3,79,403	6,95,896	4,008	2,40,000	16,27,041
B. N.	10,350	3,720	2,420	..	1,57,851	1,74,341
E. I.	1,93,955	2,56,933	1,91,248	..	7,67,526	14,09,662
G. I. P.	8,850	9,119	7,407	..	1,37,091	1,62,467
M. & S. M.	61,393	62,515	11,188	..	2,07,546	3,42,642
N. W.	4,45,486	19,401	2,250	3,309	10,743	4,81,189
S. I.	6,780	1,206	19,670	30	1,02,300	1,29,986
Total	11,18,210	7,87,356	9,49,590	14,846	20,96,080	49,66,082

IMPOSITION OF COLLECTIVE FINES.

41. THE HONOURABLE MR. HOSSAIN IMAM: Will Government state whether any collective fine has been or is proposed to be imposed for the losses suffered by the Railways during the August disturbances; have the Railways been credited with any fines realised?

THE HONOURABLE MR. E. CONRAN-SMITH: Collective fines have been imposed in many cases on localities where sabotage on Railways occurred. The proceeds of collective fines are credited to Provincial Revenues and not to Railways.

INCREASE OR DECREASE IN FIGURES OF PASSENGER, GOODS, ETC., TRAIN MILES.

42. THE HONOURABLE MR. HOSSAIN IMAM: Will Government lay on the table a statement giving the present increase and decrease in the following items for the E. I. R. and the N. W. R. between January, 1942 and January, 1943: passenger trains, goods trains, military trains, and defence goods?

THE HONOURABLE SIR LEONARD WILSON: I regret that the figures of passenger, goods, military and defence goods train miles for the month of January, 1943 are not yet available. I therefore lay on the table a statement for the months of December, 1941 and December, 1942, the latter being the latest month for which information is now available.

Figures of the month of December.
East Indian Railway.

Particulars.	1941.	1942.	Percentage variation in 1942 as compared with 1941.	North-Western Railway. (B. G. only.) Percentage variation in 1942 as compared with 1941.		
				1941.	1942.	
Total Passenger train miles	1,471,159	920,398	—37.4	939,649	781,100	—16.9
Goods train miles	1,286,670	1,064,754	—17.2	802,739	703,141	—12.4

NOTE (1).—The military special train miles in December, 1942, were as follows :—

E. I. R.	92,916
N. W. R.	66,113

Separate figures for military special train miles are not available for any month prior to October, 1942.

NOTE (2).—A comparison between the figures for December, 1941 and December, 1942 is vitiated by the fact that, owing to the situation in Calcutta from December, 25th onwards and the restrictions on traffic that had to be imposed in consequence, the train miles for December, 1942 are lower than they would be, had conditions been normal.

TOTAL PRODUCTION FROM TEXTILE MILLS.

43. THE HONOURABLE MR. HOSSAIN IMAM: Will Government give the following information about the textile mills production for the latest period of a year available (a) total production in yards, (b) total yards supplied to Government, (c) total yards exported, (d) total yards left for public consumption, and (e) average annual consumption of mill cloth in India before 1939?

THE HONOURABLE MR. N. R. PILLAI: (a), (b), (c), (d) and (e). I lay on the table a statement giving the requisite information.

	Million yards.
(a) Total mill production during the eleven months January to November, 1942	3,581
(b) Estimated supply to Government during the eleven months January to November, 1942	764
(c) Total exports of cotton piecegoods (including handloom cloth) during the eleven months January to November, 1942	884
(d) Difference between production and total of exports <i>plus</i> offtake by Government (after allowing for exports of handloom cloth at about 30 million yards) during the eleven months January to November, 1942	1,963
(e) The average difference between Indian mill production and exports of cotton piecegoods (after allowing for exports of handloom cloth at about 30 million yards per year) during the years 1937-38 and 1938-39	3,995

STANDARD CLOTH.

44. THE HONOURABLE MR. HOSSAIN IMAM: Will Government state fully the arrangements they have made regarding the supply of standard cloth, giving the price, quantity for each province, and the date of commencement of supply to markets?

THE HONOURABLE MR. N. R. PILLAI: The attention of the Honourable Member is invited to the Press *Communiqué* issued by the Commerce Department on the subject on the 9th February, 1943, a copy of which is laid on the table.

Press Communiqué

COTTON TEXTILE PANEL TO ADVISE GOVERNMENT

STANDARD CLOTH COMMISSIONER TO BE APPOINTED.

Arrangements for Manufacture, Transport, Distribution and Sale.

At the discussion held last week in Bombay between the Honourable Mr. N. R. Sarker, Commerce Member, H. E. the Governor-General's Executive Council, and representatives of the cotton textile industry it was decided that the Government of India should appoint a Standard Cloth Commissioner and that the Cotton Textile Advisory Panel would advise the Central Government on matters concerning standard cloth.

The Standard Cloth Commissioner will take charge of his duties at Bombay by the middle of February. The Panel will advise the Government generally on matters concerning the manufacture, transport, distribution and sale of standard cloth and the fixing of prices for the purchase and sale of such cloth. The manufacture of standard cloth by individual mills will be arranged on the advice of the Panel and the Industry has agreed to manufacture cloth as required, not exceeding 60 per cent. of its total productive capacity, including the orders placed by the Supply Department for war requirements.

This agreement is expected to give a maximum of 1,500 million yards of standard cloth in a year. It is anticipated that the price will be about 40 per cent. below current market rates. The Government of India intend to place orders shortly for about 60 million yards, for the quarter January-April, 1943, the delivery of which will begin from about the middle of April.

As a result of the Provisional arrangement made with the cotton textile industry in November last it is expected that about 15 million yards will be on sale in various parts of India by the middle of March, 1943.

This quantity is being distributed as follows :—

	Yards		Yards.
Assam	400,000	Punjab	1,900,000
Bengal	3,000,000	Sind	8,700,000
Bombay	2,400,000		

the rest being distributed to certain Indian States.

It is fully recognised that careful attention must be given to the distributive organisations which must be set up if the cloth is to reach the consumer at the scheduled prices. The Provincial Governments are being requested to co-operate in making the necessary arrangements and it is being suggested that they should set up Provincial Advisory Committees, consisting of representatives of commercial interests and consumers, in the provinces who will advise them on the details of any scheme of distribution.

COMMERCE DEPARTMENT,
NEW DELHI;
February 9, 1943.

ARREST OF THREE ARABS AT CALCUT.

45. THE HONOURABLE MR. HOSSAIN IMAM: Will Government state fully the reasons and the law under which three Arabs were reported to have been arrested at Calicut for having 2,900 sovereigns in their possession?

THE HONOURABLE MR. E. CONRAN-SMITH: The Arabs in question were arrested under rule 129 of the Defence of India Rules with 2,935 sovereigns and jewellery worth 39½ sovereigns in their possession. They were suspected of offences under rule 90B (2) of the Defence of India Rules which deals with restrictions on the export of gold from British India. The case is still under investigation.

THE HONOURABLE MR. HOSSAIN IMAM: Do I take it that possession is an offence under the Defence of India Act?

THE HONOURABLE MR. E. CONRAN-SMITH: I think I made it clear that the suspected offence is one against rule 90B (2), which deals with restrictions on the export of gold from British India; and the question whether these Arabs were contemplating export of gold is now under investigation.

EXPORT OF RICE, WHEAT AND PADDY.

46. THE HONOURABLE MR. HOSSAIN IMAM: Will Government give the names of the countries to which rice, wheat and paddy was exported out of India, both on Government Defence account and for private trade, with the quantity sent to each place from April, 1942 to December, 1942?

THE HONOURABLE MR. B. G. HOLDSWORTH: Information regarding exports on Defence account cannot be given in the interests of public safety. Exports from April to the end of December, 1942 on civil account were as follows :—

	Tons.		Tons.
Wheat and wheat flour	20,818	Paddy	11,475
Rice	210,797		

Wheat was exported mainly to Aden and Dependencies, Persia, Bahrain, Arabia and Ceylon, and rice to Ceylon, Arabia, Mauritius, the Union of South Africa, Bahrain and Aden. Countries of destination in respect of exports of paddy are not recorded.

It is not in the public interest to give information of quantities despatched to each destination.

THE HONOURABLE MR. HOSSAIN IMAM: Will the Government give the proportionate amount of export on Defence account?

THE HONOURABLE MR. B. G. HOLDSWORTH: If we gave the proportionate amount exported on Defence account, it would be almost equivalent to giving exact figures.

MUSLIM AND NON-MUSLIM POPULATION OF DISTRICTS AND TOWNS IN BIHAR.

47. THE HONOURABLE MR. HOSSAIN IMAM: Will Government lay on the table a statement of the Muslim and non-Muslim population of each district and municipal town of the Province of Bihar in the last Census?

THE HONOURABLE MR. E. CONRAN-SMITH: The Honourable Member is referred to the 1941 Census Volume for Bihar, Volume VII, a copy of which is in the Library of the House.

RURAL POST OFFICES IN BIHAR.

48. THE HONOURABLE MR. HOSSAIN IMAM: Will Government lay on the table a full statement of the rural post offices permanently closed, temporarily closed, and shifted in each district of Bihar, due to recent disturbances?

THE HONOURABLE SIR MAHOMED USMAN: No rural post office in Bihar has been permanently closed. A statement is laid on the table showing the names of post offices by districts temporarily closed or shifted during the recent disturbances.

Statement showing names of rural Post Offices in Bihar, district by district, closed or shifted during the recent disturbances.

	<i>Names of post offices temporarily closed.</i>	<i>Total</i>
1. BHAGALPUR DISTRICT.— (All except seven of these post offices have since been re-opened.)	(1) Raharia (2) Dharua (3) Panjwara (4) Sabalpur (5) Singhan (6) Sonaula (7) Jamdaha (8) Amarpur (9) Dumramah (10) Bharat Khand Deorhi (11) Ganeshpur (12) Kharik-Bazar (13) Narayanpur (14) Shah-Alamnagar (15) Ekchari (16) Nandalalpur (17) Dariapurdihi (18) Suktia (19) Belhar (20) Asarganj (21) Barhania (22) Khesar (23) Kumaitha (24) Masumganj (25) Nayagaon (26) Parbatta (27) Rajpur (28) Salarpur (29) Sagrampur (30) Shambhuganj (31) Tarapur (32) Bath (33) Akbar-ragar (34) Bihpur (35) Pirpainty (36) Patharghat (37) Shankarpur (38) Singheswar (39) Murho (40) Dagmara (41) Kanawali-bazar (42) Terhi Bazar (43) Prataganj (44) Tribeniganj Bazar	44
2. PURNEA DISTRICT.— (All except three of these post offices have since been re-opened.)	(1) Rautara (2) Simapur Factory (3) Jalalgarh (4) Bagnagar (5) Simraha (6) Ranipatra (7) Pothia (8) Mahadeopur (9) Mainanagar (10) Ajodhyaganj, Bazar (11) Rupauli (12) Bhawanipur Rajdham (13) Damdaha (14) Korha (15) Baretha (16) Bhim-nagar (17) Durgaganj (18) Manshai (19) Maruganj (20) Tikapatti.	20
3. SONTHAL PARGANAS.— Since re-opened	(1) Asanbani (2) Garsara (3) Kumbabad (4) Haripur (5) Kaerabani (6) Kalikund (7) Gurukul-Baidyanathdham (8) Hariharpur Dumka (9) Jeypur (10) Rikhia (11) Sarath (12) Sarwan (13) Chandan (14) Jagdishpur (15) Pathrol (16) Barhait (17) R-hini (18) Pathargama (19) Mahagama (20) Saraiyaghat (21) Bhagaya (22) Balbadda (23) Perozepur.	23
4. MANBHUM DISTRICT.	(1) Barabhum (2) Bandhwan (Both since reopened.)	2
5. MUZAFFARPUR DISTRICT.	(1) Janakpur Road (2) Para. (Both since re-opened.) (3) Katra (Re-opened.)	3
6. DARBHANGA DISTRICT.	(1) Bihar Nursery	1
7. SHAHABAD DISTRICT. Since re-opened.	(1) Nasrganj (2) Shapurpati (3) Sahar (4) Sandesh (5) Chand (6) Adhaura (7) Noan (8) Barahara (9) Gunri (10) Dumri.	10
8. PATNA DISTRICT	(1) Harnaut (2) Chandi (1 and 2 since re-opened)	2
9. GAYA DISTRICT— Since re-opened.	(1) Arwal (2) Makhdumabad (3) Usri (4) Goh (5) Nabinnagar (6) Niranjanpur (7) Chandergarh (8) Kumbha (9) Amba (10) Hariharganj (11) Kurtha (12) Ghoshi (13) Gurua (14) Imamganj (15) Maigra (16) Dumaria (17) Kothi (18) Atri (19) Gobindpur (20) Kawakol (21) Warisaliganj (22) Bhatta (23) Milaki (24) Katrisarai (25) Bazidpur (26) Pakribarwan (27) Dhamaul (28) Satgawan.	28
10. SARAN DISTRICT— (All except one of these post offices have since been re-opened.)	(1) Amanaur (2) Baniapur (3) Dhamgarha (4) Murarpur (5) Shahjittpur (6) Dhanwa (7) Darauli (8) Doriganj (9) Gultanganj (10) Gurkha (11) Daronda (12) Dayalpur (13) Gangpur-Siwan (14) Gabhiar (15) Ichwapur (16) Maharaiganj (17) Manjhi (18) Mashrak (19) Balschin (20) Rajpatti (21) Reotith (22) Sarharwa (23) Satjora Bazar (24) Suhai-Shahpur (25) Dighwa-Dubauli (26) Maharani (27) Mabiganj Bazar (28) Usri Bazar (29) Nagra (30) Revelganj (31) Mustafabad (32) Jamobazar (33) Chainpur (34) Sewpursakra (35) Done (36) Persa (37) Barauli (38) Barhina (39) Khijwa (40) Andar (41) Sitab Diara (42) Enai (43) Mukhrera (44) Raghunathpur (45) Rasauli	45

Names of post offices temporarily closed.

Total.

11. CHAMPARAN DISTRICT— Since re-opened.	(1) Araraj (2) Rajpur (3) Dhaka (4) Karmwa (5) Padamkair (6) Gobindganj (7) Malahi (8) Sangrampur (9) Sirmibazar (10) Turkaalia (11) Dariapur (12) Kotwa (13) Machargaon (14) Muckwa (15) Kesariya (16) Bhopatpur (17) Husaini (18) Chiraya (19) Patahi (20) Seraha.	20
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Names of Offices shifted.

1. HAZARIBAGH DISTRICT.	(1) Jharla	1
2. MUZAFFARPUR DISTRICT.	(1) Para (2) Katra	2
3. PATNA DISTRICT	(1) Kachidargah	1
4. MONGHYR DISTRICT.	(1) Purnagar Deorhi.	1
5. SARAN DISTRICT	(1) Dayalpur (2) Maharajganj (3) Gangpur-Siswan (4) Raghunathpur (5) Lachmiganj.	5
6. CHAMPARAN DISTRICT.	(1) Chiraya (2) Raxaul	2

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CASUALTIES AMONG THE HURS.

49. THE HONOURABLE MR. HOSSAIN IMAM: Will Government give the full details of the Hur affair: (a) the total cost up to 31st January, 1943, (b) the numbers of Hurs killed, wounded, hanged, shot down, transported, convicted and acquitted? What was the reason for giving retrospective effect to the Martial Law Ordinance? Is there any precedent for such action; if so, when was it last done in India?

GENERAL THE HONOURABLE SIR ALAN HARTLEY: (a) I regret the information asked for is not readily available. Its collection would involve expenditure of time and labour which is not justifiable during wartime.

(b) The numbers up to the 15th January, 1943, are:—

Killed	81	Convicted	924
Hanged	79	Acquitted	107
Transported.	NIL.	Wounded	70

As regards the second part, no Martial Law Ordinance has been promulgated. The Honourable Member presumably refers to Martial Law Regulation No. 52. That Regulation was promulgated in order to provide for trial by a military court of any person who is alleged to have committed any offence punishable under Martial Law Regulations prior to 1st June, 1942, if the trial of that person is, in the opinion of the Chief Administrator, essential for obtaining the object for which Martial Law was proclaimed.

As regards the third part, there is, as far as I am aware, no precedent for such action.

THE HONOURABLE MR. HOSSAIN IMAM: Do Government propose to continue the Martial Law in Sind for any length of time? It has already been in operation for nine months.

GENERAL THE HONOURABLE SIR ALAN HARTLEY: Martial Law will be in existence in Sind until such time as the trouble has been ended.

THE HONOURABLE MR. HOSSAIN IMAM: May we know, Sir, the extent of the area in which Martial Law is in operation now? Has it been reduced or increased?

GENERAL THE HONOURABLE SIR ALAN HARTLEY: It is exactly the same as it was.

NUMBER OF MUSLIMS AND NON-MUSLIM CANDIDATES FOR THE LAST I. C. S.

EXAMINATION.

50. THE HONOURABLE MR. HOSSAIN IMAM: Will Government state the number of Muslims and non-Muslims permitted to sit for the last I.C.S. examination and the numbers who actually appeared from each province?

THE HONOURABLE MR. E. CONRAN-SMITH: The information asked for is given in a statement laid on the table.

I. C. S. Examination, 1943.

Selection area.	No. of Muslims admitted.	No. of non- Muslims admitted.	No. of Muslims appeared.	No. of non- Muslims appeared.
Assam	2	3	1	2
Bengal	5	19	3	15
Bihar	1	11	1	7
Bombay	1	13	1	7
Central Provinces and Berar	1	8	1	5
Madras	3	38	2	22
Punjab	14	35	11	20
Sind	3	3	2	3
United Provinces	24	40	17	30
N.-W. F. P.	2	1	1	1
Orissa	1	4	1	1
Total	57	175	41	113

NUMBER OF MUSLIMS AND NON-MUSLIMS APPOINTED AS INCOME-TAX OFFICERS.

51. **THE HONOURABLE MR. HOSSAIN IMAM :** Will Government lay on the table the number of Muslims and non-Muslims appointed in each province as Income-tax Officers by direct recruitment and by promotion since the fixation of communal ratio in June, 1934 to the end of 1942 ? What is the percentage fixed for each province for appointment as Income-tax Inspectors and what was the number of permanent appointments made from 1st January, 1935 to 31st December, 1942 of Muslims and non-Muslims ?

THE HONOURABLE MR. C. E. JONES : The information asked for is not readily available and its collection would involve an amount of time and labour that would not be justifiable in wartime.

THE HONOURABLE MR. HOSSAIN IMAM : With regard to part 2 of my question about the communal ratio, do Government get no returns as to how the communal ratio is being worked out ?

THE HONOURABLE MR. C. E. JONES : Government get no returns. This is a matter for Commissioners of Income-tax and we would have to call for the information.

THE HONOURABLE MR. HOSSAIN IMAM : Do I take it that even for gazetted appointments the Government have no figures ?

THE HONOURABLE MR. C. E. JONES : We have no figures, Sir.

NUMBER OF MUSLIMS, ETC., HOLDING APPOINTMENTS OF COMMISSIONERS OF INCOME TAX.

52. **THE HONOURABLE MR. HOSSAIN IMAM :** Will Government state the number of Muslims, Caste Hindus, Depressed Class Hindus and Europeans and Anglo-Indians, holding the posts of Commissioners and Assistant Commissioners of Income-tax in India on 31st December, 1942 ?

THE HONOURABLE MR. C. E. JONES : A statement giving the required information is placed on the table of the House.

<i>Commissioners of Income-tax.</i>				
Muslims				<i>Nil.</i>
Caste Hindus				5
Depressed Class Hindus				<i>Nil.</i>
Europeans				3
Anglo-Indian				1
<i>Assistant Commissioners of Income-tax.</i>				
Muslims		7		
Caste Hindus		25		
Depressed Class Hindus		<i>Nil</i>		
Europeans		2		
Anglo-Indians		2		(1 Domiciled European.)
Others		2		(1 Parsi and 1 Indian Christian.)

NUMBER OF APPEALS RECEIVED FROM EMPLOYEES OF THE INCOME-TAX DEPARTMENT.

53. **THE HONOURABLE MR. HOSSAIN IMAM :** Will Government state the number of appeals received from Income Tax Department employees of each province in the years 1941 and 1942 and the action taken thereon ?

THE HONOURABLE MR. C. E. JONES : The information asked for is not readily available and its collection would involve an amount of time and labour that would not be justifiable in wartime.

THE HONOURABLE MR. HOSSAIN IMAM : May I know, Sir, what were the number of appeals which the Government of India received ?

THE HONOURABLE MR. C. E. JONES : It would mean our Headquarters office tracing through a large number of records, and in wartime the amount of labour involved would not justify the result.

THE HONOURABLE MR. HOSSAIN IMAM : Does it mean that in wartime every sort of cruelty—

THE HONOURABLE THE PRESIDENT : Please don't argue. He has answered your question.

THE HONOURABLE SIR MUHAMMAD ZAFRULLA KHAN, JUDGE, FEDERAL COURT.

54. THE HONOURABLE MR. P. N. SAPRU : (a) When did the Federal Court reopen for its present session ?

(b) Is Sir Muhammad Zafrulla Khan still a Judge of the Federal Court ?

(c) For how long has he been absent from India from the reopening of the Court till now ?

(d) Has he been drawing his pay as Judge during his absence and does he pay income-tax on his pay ? If not, what allowance has he been getting during this period ?

(e) Is it a fact that no case can, under the law, be decided by the Federal Court by less than three Judges ?

(f) Did Government take any steps to provide the quorum in order to enable the Court to function ?

(g) Did the said Judge leave India with the sanction or approval of the Chief Justice ? If not, under whose authority did he absent himself from Court ?

(h) What is the nature of the work which the said Judge was required to perform outside India and who gave him instructions for such work ?

THE HONOURABLE SIR MAHOMED USMAN : (a) 6th October, 1942.

(b) Yes.

(c) The Honourable Sir Muhammad Zafrulla Khan left India to attend the deliberations of the Pacific Relations Conference at the end of October, 1942 and his return is awaited.

(d) The answer to both parts of the question is in the affirmative. He received travelling and halting allowances regulated by precedent and free passages by air.

(e) Yes.

(f) Government are taking steps.

(g) Yes.

(h) The Honourable Sir Muhammad Zafrulla Khan went to the U.S.A. as a member of the Indian Delegation to the Institute of the Pacific Relations Conference. No instructions were given for such work.

QUALIFICATIONS OF PROFESSOR JACK, LABOUR ADVISER.

55. THE HONOURABLE MR. P. N. SAPRU : What are the special qualifications of Professor Jack, the expert on labour legislation, who was recently appointed by the Government of India ? For what period have his services been engaged and on what terms ? What are the salary and allowances of the other Labour Adviser to the Government of India, Mr. R. S. Nimbkar ?

THE HONOURABLE MR. H. C. PRIOR : Mr. Jack has been appointed as Labour Adviser to the Labour Member for a period of six months on a salary of Rs. 2,750 a month. He has been appointed to advise the Labour Member on the manner in which various labour problems that are under consideration or which may arise, have been or are being dealt with in England. His qualifications for these duties are association with the activities of the Ministry of Labour and National Service of His Majesty's Government for 18 years. At the time of his appointment under the Government of India Mr. Jack was the Industrial Commissioner at Headquarters under the same Ministry and was also acting as Joint Secretary to the Greene Board which was investigating wages-issues in the coal-mining industry. Prior to that he was a Regional Industrial Relations Officer and had also worked as Secretary to the Forsted Committee on training, welfare, etc., of juvenile workers in the coal-mining

industry. In peacetime Mr. Jack is Professor of Economics in the Durham University. He had a distinguished academic record and lectured on political economy at various Universities. He has been a member of various Wages and Trade Boards, and was on the panel of independent Chairmen, National Conciliation Board for the Co-operative Service.

Mr. R. S. Nimbkar holds the post of Labour Welfare Adviser to the Government of India on a salary of Rs. 1,200 a month.

BRITISH FOOD EXPERT.

56. THE HONOURABLE MR. P. N. SAPRU: What are the functions, salary and allowances, if any, of the British Food Expert whom it is proposed to bring to India? For how long have his services been engaged and what are the terms of his appointment?

THE HONOURABLE MR. B. G. HOLDSWORTH: The main function of the British Food Expert will be to advise the Government of India on problems connected with Government control of the supplies and distribution of foodgrains. His services have been obtained temporarily on loan from the Ministry of Food for two months in the first instance but this period may be extended if necessary. The terms of his appointment are: a salary of Rs. 3,500 p.m. with a free passage both ways and an outfit allowance of £75.

IMMIGRATION OF INDIANS INTO CEYLON.

57. THE HONOURABLE MR. V. V. KALIKAR: (a) Has the attention of Government been drawn to the news appearing in the *Times of India*, dated 30th January, 1943, on page 1 under the caption "Ceylon and Indian Immigration, State Council Opposition"?

(b) Is it a fact that the Ceylon State Council has passed the following resolution by 21 votes to 7:—

"As the questions arising from Indian immigration are all unsettled and as the Governor has said that there are undertakings which must be considered binding on us and as there is insufficiency of food in this country, no further immigration should be allowed".

(c) Is it a fact that Mr. D. S. Senanayake, Leader of the Ceylon State Council, said in the course of the debate on the abovementioned Motion that the Ministers had not given instructions to Sir Baron Jayatilaka to recruit labour in India?

(d) If the answer to part (c) is in the affirmative, will Government state on whose behalf Sir Baron Jayatilaka was negotiating with the Government of India for recruitment of labour in India for Ceylon rubber estates?

(e) In view of the alleged opposition of the Ceylon State Council, do the Government of India propose to lift the ban on the immigration of labour to Ceylon?

THE HONOURABLE MR. G. S. BOZMAN: (a) Yes.

(b) Yes.

(c) Yes.

(d) The Government of Ceylon.

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

INFORMATION PROMISED IN REPLY TO QUESTIONS LAID ON THE TABLE.

THE HONOURABLE MR. G. S. BOZMAN (Indians Overseas Secretary): Sir, I lay on the table the information promised in reply to questions Nos. 53 and 60, asked by the Honourable Raja Yuveraj Dutta Singh on the 25th September, 1942.

Question No. 53.

MYSTERIOUS DEATH IN ENGLAND OF THE FAMILY OF DR. W. H. H. SERA SINGHE.
Doctor W. H. H. Sera Singhe was a Ceylonese and not an Indian.

Question No. 60.

CONSCRIPTION OF INDIANS IN HONG KONG.

The Government of India have no authentic information.

STATEMENTS, ETC., LAID ON THE TABLE.

GENERAL THE HONOURABLE SIR ALAN HARTLEY (Deputy Commander-in-Chief): Sir, I lay a statement on the table giving the information promised in reply to questions Nos. 86 and 87 asked by the Honourable Pandit Hirday Nath Kunzru on the 29th September, 1942.

*Question No. 86.***GRIEVANCES OF INDIANS EMPLOYED IN THE INLAND WATER TRANSPORT, INDIAN ENGINEERS**

(a) As regards personnel recruited in the Inland Water Transport for service overseas, the facts are as stated by the Honourable Member. The personnel are chosen from among men with civil emoluments ranging from Rs. 50 to Rs. 400 per mensem. Approximately 60 per cent are graduates or Intermediates.

Personnel recruited for service with Units in India are organised on a full military company basis and graded in appropriate ranks.

(b) and (c). While actually serving overseas they are organised and perform their work under exactly the same conditions as in civil life, and no practical anomalies arise from the fact that they all have the same military rank. While they are in the depot, however, awaiting for transfer overseas, certain anomalies do arise. The length of period spent in the depot depends entirely upon shipping movements and is never longer than can be helped. During this period the personnel in question receive the same accommodation, food and treatment as combatant recruits, but, as an additional amenity, all clerks are accommodated in separate barrack rooms. Sweepers are accommodated in special followers' quarters. Clerks are not marched to the kitchen. They are not provided with chairs or benches, but eat their food sitting on the ground or in their tents or on special verandahs provided for them. They are required to do parades and digging drains, etc., but not digging latrine trenches or cleaning latrines, which is done by sweepers.

The anomalies in accommodation are due to the fact that these personnel arrive in batches of varying size and composition and remain for varying periods in accommodation designed for regular troops. The Commandant of the Depot has, however, been instructed to allot accommodation on the Viceroy's Commissioned Officers' scale, wherever possible, to men whose salaries and status in civil life would justify this discrimination. He has also been asked to report what other measures could be adopted to remedy the situation, such as the provision of tables and chairs.

These anomalies arise only during the period spent at a depot before proceeding overseas.

(d) No, the recruiting authorities explain details of rank and pay, etc., before enrolment.

Question No. 87.

(a) Tables and chairs are authorised for Anglo-Indians, but no servants are provided by Government to wait upon them.

(b) No, the cost to Government of rations is:—

British ranks	Rs. 11.79 per mensem.
Indian ranks	Rs. 9 per mensem.

Anglo-Indians are entitled to the British scale of rations.

(c) Individuals entitled to the British scale of rations receive Rs. 2-12-0 per head per day while travelling on duty and Rs. 2-4-0 while on leave. Those entitled to the Indian scale of rations receive 8 annas per head per day when on duty and 12 annas when they travel by rail.

These differences are mainly due to the fact that the British rate includes a "service" element, since food in the British style is more expensive to prepare and serve than Indian food. The Indian rate does not include the "service" element.

(d) Yes, owing to the difference in habits and customs.

(e) First part. The reasons for such differences as exist are contained in the answers to the previous parts of this question.

As regards the second part, the Honourable member is referred to the answer given to question No. 86, part (c).

THE HONOURABLE MR. G. S. BOZMAN (Indians Overseas Secretary): Sir, I lay on the table a copy of the correspondence between the Government of India and the Government of Ceylon on the subject of (i) Status of Indians in Ceylon and (ii) request for additional labour for Ceylon.

List of Papers.

1. Telegram to the Chief Secretary to the Government of Ceylon, Colombo. No. 1498, dated the 26th February, 1942.
2. Telegram from His Excellency the Governor of Ceylon, No. nil, dated the 18th March, 1942.
3. Telegram to His Excellency the Governor of Ceylon, No. 2474, dated the 29th March, 1942.
4. Telegram from His Excellency the Governor of Ceylon, No. nil, dated the 13th April, 1942.
5. Telegram to the Chief Secretary to the Government of Ceylon, Colombo, No. 3006, dated the 15th April, 1942.
6. Telegram from His Excellency the Governor of Ceylon, No. 4, dated the 22nd April, 1942.
7. Telegram to His Excellency the Governor of Ceylon, No. 1258-S., dated the 7th May, 1942.

8. Telegram from His Excellency the Governor of Ceylon, No. 19, dated the 3rd June, 1942.
9. Letter to the Chief Secretary to the Government of Ceylon, No. F. 35/42-O. S., dated the 20th August, 1942.
10. Letter from the Chief Secretary to the Government of Ceylon, No. CF. A. 121/40, dated the 4th September, 1942.
11. Telegram from His Excellency the Governor of Ceylon to His Excellency the Governor General of India, No. 16, dated the 8th December, 1942.
12. Telegram to His Excellency the Governor of Ceylon, No. 9817, dated the 10th December, 1942.
13. Telegram from His Excellency the Governor of Ceylon, No. 139, dated the 16th December, 1942.
14. Telegram from His Excellency the Governor of Ceylon, No. 141, dated the 1st January, 1943.
15. D. O. letter from the Hon'ble Mr. G. S. Bozman, Secretary to the Government of India, Department of Indians Overseas, New Delhi, to Sir Don Baron Jayatilaka, Representative of the Government of Ceylon in India, New Delhi, No. nil, dated the 18th January, 1943.
16. D. O. letter from the Hon'ble Mr. G. S. Bozman, Secretary to the Government of India, Department of Indians Overseas, New Delhi, to Sir Don Baron Jayatilaka, Representative of the Government of Ceylon in India, New Delhi, No. nil, dated the 20th January, 1943.
17. D. O. letter from Sir Don Baron Jayatilaka, Representative of the Government of Ceylon in India, New Delhi, to Mr. G. S. Bozman, Secretary to the Government of India, Department of Indians Overseas, New Delhi, No. nil, dated the 3rd February, 1943.
18. D. O. letter from the Hon'ble Mr. G. S. Bozman, Secretary to the Government of India, Department of Indians Overseas, New Delhi, to Sir Don Baron Jayatilaka, Representative of the Government of Ceylon in India, New Delhi, No. nil, dated the 8th February, 1943.
19. D. O. letter from Sir Don Baron Jayatilaka, Representative of the Government of Ceylon in India, New Delhi, to the Hon'ble Mr. G. S. Bozman, Secretary to the Government of India, Department of Indians Overseas, New Delhi, No. nil, dated the 12th February, 1943.

1. TELEGRAM TO THE CHIEF SECRETARY TO THE GOVERNMENT OF CEYLON, COLOMBOO No. 1493, DATED 26TH FEBRUARY, 1942.

Government of India have given most careful consideration to proposals contained in Joint Report of Indian and Ceylonese Delegations regarding restrictions upon Indian immigration into Ceylon. They have consulted Indian Legislature and ascertained reactions of Indian public opinion in general. As a result it was their intention to suggest certain modifications in draft agreement contained in Joint Report. Great change in course of war has however, supervened which in opinion of Government of India renders further examination of this problem undesirable and inconsistent with requirements of war situation. They, therefore, suggest that further consideration of proposals should be suspended and problem re-examined in light of post war conditions.

This involves maintenance for period of war *status quo* as before introduction of Immigration Ordinance in Ceylon and Government of India earnestly trust that Ceylon Government will agree that this is proper course in best interests of successful prosecution of war.

Government of India are anxious that two Governments should achieve fullest possible measure of co-operation in common object of ensuring early victory. They appreciate that existence of artificial barriers between two countries may prove obstruction to such co-operation. Should Ceylon Government find that for war purposes it may be necessary to seek labour from India, Government of India are willing to consider relaxation or removal of existing ban on emigration of unskilled labour provided that Ceylon Government agree to proposals set out in preceding paragraph.

2. TELEGRAM FROM HIS EXCELLENCY THE GOVERNOR OF CEYLON, No. NIL, DATED THE 18TH MARCH, 1942.

Your telegram of 26th February. Ceylon Government agree that the present circumstances demand that further consideration of the Joint Report should be suspended until conditions favourable to its resumption recur. Government also agree to continue of *status quo* on the understanding that the *status quo* includes maintenance of your ban on emigration of unskilled labour. Should circumstances arise in which the Ceylon Government might find it necessary and possible to recruit labour for the duration of War for War purpose this Government would ask for relaxation of the ban for that purpose.

3. TELEGRAM TO HIS EXCELLENCY THE GOVERNOR OF CEYLON, No. 2474, DATED THE 29TH MARCH, 1942.

Your telegram No. nil, dated 18th March.

Government of India greatly appreciate ready response of Ceylon Government to their request that restrictive measures should be held in abeyance during period of war. They believe that cordial relations engendered by willingness of each Government to consider difficulties of other will lay surest foundation for equitable solution of all differences.

2. Government of India wish to invite attention of Government of Ceylon to certain considerations relating to ban now imposed in India on emigration of unskilled labour. They have no desire to stimulate emigration of persons whom Ceylon does not require or cannot absorb. In war conditions such emigration becomes highly improbable. True position rather is that ban is to some extent operating to prevent return from Ceylon to India of some whom Ceylon does not now need to keep and may have difficulty in feeding. If ban on their subsequent return to Ceylon were removed there is reason to believe that not a few would take present opportunity of coming to India and would thus relieve Ceylon of some portion of problems arising from difficulty of adjusting war time economy to total population. In addition as indicated in your telegram Ceylon Government themselves may feel need of labour from India for essential war purposes. Government of India, therefore, feel that they must reserve right to lift ban as circumstances require and propose now to make it inapplicable to all Indians at present in Ceylon. They firmly believe that this will result in immediate temporary reduction in population of Ceylon and will themselves take administrative action in India to provide all those now coming away with a certificate of date of arrival in India. Unless Ceylon Government make application no unskilled labourers not in possession of such certificates will be permitted proceed Ceylon. Government of India earnestly trust that measure proposed will commend itself to Government of Ceylon as calculated to relieve some existing difficulties and designed to prevent any new influx and will on this basis confirm the agreement in other respects as set out in their telegram under reply.

Grateful for answer by telegram.

4. TELEGRAM FROM HIS EXCELLENCY THE GOVERNOR OF CEYLON, No. NIL, DATED THE 13TH APRIL, 1942.

Your telegram No. 2474, March 29th.

Board of Ministers point out existence of ban constitutes part *status quo* and its maintenance contributed largely to boards refraining from taking any of measures which formed the subject of recent negotiations and to their suspending action on bills which have already been introduced into State Council. Furthermore the acceptance by board of proposal of Government of India to allow recent negotiations to remain in abeyance was based on assumption that ban would be continued. The board therefore cannot agree to ban being lifted and request that decision to raise it should not be implemented.

5. TELEGRAM TO THE CHIEF SECRETARY TO THE GOVERNMENT OF CEYLON, COLOMBO, No. 3006, DATED THE 15TH APRIL, 1942.

Your telegram No. Nil, dated 13th April. Before sending final reply we wish to make quite certain Ministers have fully understood our proposal which is to maintain ban for all unskilled labour which has not previously been in Ceylon but to relax it in case of labour now in Ceylon. It appears to us that this should meet the point taken by Board of Ministers namely that their suspension of action regarding immigration restrictions is largely in recognition of fact that action taken by India prevents any addition to Indian labour force in Ceylon. Fact that during war period those now in Ceylon can move freely between two countries does not in our opinion prejudge decision to be taken after war on various issues raised during recent negotiations.

6. TELEGRAM FROM HIS EXCELLENCY THE GOVERNOR OF CEYLON, No. 4, DATED THE 22ND APRIL, 1942.

Your telegram No. 3006 of 15th April.

Ministers who have fully understood proposal of Government of India represent that effect of raising ban so far as unskilled labour now in Ceylon is concerned might well be to cause efflux of labour employed in tea and rubber industries. Such labour is now in area which are relatively safe. Efflux in considerable numbers would cause serious loss to two vital war efforts. Both industries have been declared essential services. Owing to demands on labour for war purposes replacement of any considerable number of Indians labourers on estates would be very difficult in present circumstances. There is no surplus labour either on estates or in other essential services. Furthermore both tea and rubber industries are being required to increase their production considerably. The reabsorption after war of Indians who have left these industries and returned to India and have been replaced during the war by local labour would be impossible. Ministers feel that Government of India would not wish tea and rubber industries to be seriously embarrassed and therefore request that the ban be not lifted.

7. TELEGRAM TO HIS EXCELLENCY THE GOVERNOR OF CEYLON, No. 1258-S., DATED THE 7TH MAY, 1942.

Your telegram No. 4, dated 22nd April. Argument now advanced by Ministers appears to us to give wholly new turn to correspondence which arose from suggestion in our telegram No. 1493, dated 26th February that further consideration of Joint Report of Immigration should be suspended for period of war and *status quo ante* negotiations leading to that Report should be maintained. Ministers' reply in your telegram No. Nil, dated 18th March was favourable provided India in return for Ceylon not proceeding with Immigration Ordinance agreed to maintain probation on emigration of unskilled Indian labour to Ceylon. This India agreed to do in respect of unskilled Indian labour not already in Ceylon but not in respect of labour already in Ceylon which might come away to India for temporary purposes.

2. Ministers will appreciate that prohibition was imposed by India in August 1939 for purpose of preventing new labour going to Ceylon. Prohibition was not intended to prevent Indian labour leaving Ceylon and Government of India do not feel it is appropriate to ask them to maintain their prohibition for that purpose. If it is Ceylon's desire to retain Indian labour for certain purpose method of doing so should be method designed to that end and not fortuitous result, upon which incidentally no great reliance can be placed, arising from action designed for different reason involving different considerations. Government of India regret therefore that they are unable to forego right to relax prohibition to the extent suggested by them. They earnestly trust that Ministers will appreciate Government of India's position in this respect and will now agree to the suggestion made in our telegram No. 2474, dated 29th March. Government of India are most anxious to avoid any development which might make it difficult for them to afford Ceylon fullest possible assistance for prosecution of war both in men and materials.

8. TELEGRAM FROM HIS EXCELLENCY THE GOVERNOR OF CEYLON, No. 19, DATED THE 3RD JUNE, 1942.

Your telegram No. 1258S., dated May 7th. The Board of Minister(s) is being asked to agree not only to a postponement of indefinite period of consideration of Indo-Ceylon Report and, as a consequence to maintenance of *status quo* prior to introduction of Immigration Bill but also allow variation of that *status quo* namely the lifting of ban as regards all unskilled workers now in Ceylon.

2. Board desires to point out that in the negotiations of last September it was made clear that ban would remain until Political and Economic position of Indians in Ceylon had been settled and that Immigration Ordinance was not therefore urgent. In other words the argument was that ban not only operated, to a large extent, as an Immigration Ordinance as regards first entrant but also restricted return to Ceylon of unskilled workers. Board therefore find it impossible to agree at the same time both to lifting of ban in respect of all labour now in Ceylon and also to postpone legislation which would control right of re-entry into Ceylon of unskilled labour now in Ceylon.

3. Board of Ministers feel that Government of India will appreciate difficulty of Board when they are asked to admit the right to return of all Indians now in Ceylon who leave Ceylon during war however long their absence from Ceylon may be.

9. LETTER TO THE CHIEF SECRETARY TO THE GOVERNMENT OF CEYLON, No. F.35/42-O. S., DATED THE 20TH AUGUST. 1942.

I am directed to refer to the telegram from the Governor of Ceylon, No. 19, dated June 3, 1942, and to say that the Government of India do not feel that they would be justified in continuing to impose upon the Indian labourer in Ceylon the hardship caused to him by the ban which has now been in existence for three years and which deters him from coming to India on short visits for social and domestic purposes, for fear that his return to the island will be prevented by the operation of the ban. They have therefore decided to relax the ban so as to permit the return to Ceylon of Indian labourers now in the island who may come to India on or after September 1, 1942. They greatly regret that the Government of Ceylon have not found it possible to accept the Government of India's view in this matter.

2. A copy of the press note which the Government of India propose to issue for publication on the morning of September 1, 1942, is enclosed. The Agent of the Government of India in Ceylon is being asked to publish a translation of it in the Tamil newspapers in Ceylon on the same date.

PRESS NOTE.

Emigration of unskilled labourers to Ceylon.

The Government of India have decided to relax with effect from September 1, 1942, their prohibition of the emigration of unskilled labourers to Ceylon so far as it affects labourers now in Ceylon. The effect of the ban on such labourers has been that, since, its imposition three years ago, they have been prevented from paying their normal visits to India, for social and domestic purposes, for fear of not being allowed to return to their employment in Ceylon. The uncertainty about employment in Ceylon, which was the reason for the ban being imposed, cannot be considered to subsist in wartime, when practically all Indian labour in Ceylon is employed on work essential to the war effort. The Government of India are therefore of opinion that there is no justification for continuing to place any obstacle in the way of labourers wishing to pay their normal visits to India. The prohibition will continue to operate as heretofore in regard to labour not already in Ceylon.

Estate labourers who obtain leave to visit India should get their identity certificate endorsed with the date of their arrival by the Protector of Emigrants at Mandapam or Tuticorin. Non-Estate labourers who obtain leave should

obtain identity certificate from the Agent of the Government of India in Ceylon before leaving and get them similarly endorsed on arrival in India.

DEPARTMENT OF INDIANS OVERSEAS,
New Delhi, August 28, 1942.

10. LETTER FROM THE CHIEF SECRETARY TO THE GOVERNMENT OF CEYLON, No. CF. A.121/40, DATED THE 4TH SEPTEMBER, 1942.

I have the honour to acknowledge the receipt of your letter No. F.-85/42-O.S., dated the 20th August, 1942, and to state that your letter has been considered by the Board of Ministers who have asked me to reply as follows:—

The Board regret that the Government of India has not found it possible to meet the wishes of the Ceylon Government and has felt compelled to take unilateral action. The Board have already stated that, in their opinion, lifting the ban whether, wholly or partially, does change the *status quo*. Furthermore it may create economic and other problems in Ceylon which, in the interests of the war effort of Ceylon alone, apart from any other consideration, will have to be solved. The Board may therefore be compelled to take action which will change the *status quo*. They will keep the Government of India informed of any such action but they must reserve the right to deal with such problems if they arise notwithstanding that the solution of any such problem may cause further changes in the *status quo* and may not have the concurrence of the Government of India. The Board earnestly trust that no such action will become necessary.

11. TELEGRAM FROM HIS EXCELLENCY THE GOVERNOR OF CEYLON, TO HIS EXCELLENCY THE GOVERNOR GENERAL OF INDIA, No. 16, DATED THE 8TH DECEMBER, 1942.

Adequate supply of estate labour is under urgent consideration by Board of Minister(s) with special reference to production of rubber and Ceylon's basic quota represents 85 per cent. of production left in the control of the allied nations. In these circumstances Ceylon must resort to most intensive tapping possible including slaughter tapping in order to increase production to at least 30 per cent. above basic quota. This will entail the employment of additional labour during the war and less than normal amount of labour after the war when areas have been exhausted. Estates are also required by law for period of war to produce food stuffs in addition to plantation commodity and this also requires abnormal *ad hoc* increase in labour force. Demands on local labour for military units, defence works, essential services and rural food production have been and are very heavy and consequently there is no surplus available for diversion to estates. Production of tea must not be allowed to decrease below present necessary level. It will be realised that now that Indian ban on emigration has been relaxed in respect of labourers now in this Island there is likely to be usual exodus on holidays to India during early months of next year. In these circumstances Board of Ministers has asked me to ascertain whether Government of India notwithstanding their ban on emigration to Ceylon of unskilled labour other than labourers already in the Island would consider special recruitment of labour to meet present war emergency on the following points: (a) Pay and conditions of employment identical with those of other Indian labour; (b) repatriation to India at the end of the war or other period stipulated by agreement. Board of Ministers consider arrangement on these lines to be right one to meet position with which they are confronted which is that (a) demand for extra estate labour is abnormal and only temporary although essential to prosecution of the war and (b) status of Indians in Ceylon is one of the questions which at the request of the Indian Government has been postponed for consideration at a future undetermined date. Grateful for earliest possible reply to this telegram in order that if your Government approves principle of recruitment on the lines proposed, details of method and machinery may be immediately worked out in consultation between our two administrations through Ceylon's newly appointed representative in India. Paramount essentiality of maximum production of our plantation crops especially rubber to supply position of Allied Nations has caused me to head this telegram "Most Immediate".

12. TELEGRAM TO HIS EXCELLENCY THE GOVERNOR OF CEYLON, No. 9817, DATED THE 10TH DECEMBER, 1942.

Your most immediate telegram 00016, dated 8th December. Grateful if you would let us know present basic quota for Ceylon, acreage under rubber, number of labourers Indian and other employed, and estimate of additional numbers required with basis of calculation. Also extra numbers you consider needed for food production on estates.

13. TELEGRAM FROM HIS EXCELLENCY THE GOVERNOR OF CEYLON, No. 139, DATED THE 16TH DECEMBER, 1942.

Your telegram No. 9817. Present basic quota 110,000 tons. Acreage under rubber excluding new plantings 604,000 acres of which small holding, i.e., properties under 10 acres account for 132,000 acres small estates, i.e., properties between 10 and 100 acres account for 123,000 acres and large estates, i.e., properties over 100 acres account for 349,000 acres. The acreage required by law to be cultivated with food crops by rubber proprietors is approximately 36,000 acres but little of this acreage is found within the boundaries of the rubber estates: consequently bulk of persons employed on food production is non-resident and non-Indian labour. The number so employed may vary from a few thousand at one time of the year to as many as thirty to forty thousand at another. Very few of the tappers employed on the small holdings and the small estates are resident labourers and still fewer are Indians. It is therefore substantially correct to say that any increase in the labour force of small holdings and small estates must be obtained from the locality and not Indian labour. Approximately 80,000 tappers are employed on large estates. Exact proportion of Indian to non-Indian cannot be stated but for reasons already given it is clear that there is no hope of perceptibly increasing local labour force on large estates. Required increased Indian labour so far as rubber production is concerned therefore relates to an increase of tappers on large estates on which 80,000 tappers are employed. Suggested methods of intensive tapping will increase number of tappers required by 15—20 per cent. There must also be taken into account additional tappers required for slaughter tapping and an allowance must be made for wastage and absence on holiday. Returns labour employed output and other statistics are being obtained from each estate for the purpose of ensuring maximum production but these returns are not yet complete. Estimate of additional number of tappers must therefore be provisional at present. The figure given by Planters Association is 20,000. I will telegraph later details of position in regard to labour on tea estates.

14. TELEGRAM FROM HIS EXCELLENCY THE GOVERNOR OF CEYLON, No. 141, DATED THE 1ST JANUARY, 1943.

In continuation of my telegram No. 139 of December 16th. Estimate of Planters' Association is that approximately 30,000 additional adult labourers may be required for tea estates but actual figure must depend on extent to which manuring programme has to be restricted and to which present labourers take holidays in India. No estate would of course be permitted to indent for additional labour without proving case for it.

15. D. O. LETTER FROM THE HON'BLE MR. G. S. BOZMAN, SECRETARY TO THE GOVERNMENT OF INDIA, DEPARTMENT OF INDIANS OVERSEAS, NEW DELHI, TO SIR DON BARON JAYATILAKA, REPRESENTATIVE OF THE GOVERNMENT OF CEYLON IN INDIA, NEW DELHI, No. NIL, DATED THE 18TH JANUARY, 1943.

You will remember that at the discussion which took place in Mr. Aney's house on the 16th January 1943, Mr. Aney suggested that before reaching a decision on the supply of additional labour now required by Ceylon for rubber estates we should attempt to determine the main principles in accordance with which a settlement of immigration and status problems should be negotiated. You said that if we would put concrete proposals before you, you would give them your closest consideration.

I enclose a statement which will, I hope, explain the lines upon which our minds are working. It has been drafted in the form in which an agreed statement might be issued by both Governments, should an agreement in fact be reached. Mr. Aney would be glad to discuss with you any points you may wish to raise if you will be so good as to propose a convenient time.

Statement.

Owing to Japan's entry into the war the Government of India informed the Ceylon Government that in their opinion the proposals contained in the Indo-Ceylon Joint Report, presented in September 1941, should not be further considered during the war and that the problems of immigration into Ceylon from India and of the status of Indians in Ceylon should be re-examined in the light of post-war conditions. Subsequent developments have made it clear that Ceylon cannot herself provide sufficient labour for the maximum utilisation of her natural resources and for her fullest contribution to the united war effort. She has therefore asked India to permit the emigration of additional unskilled labour.

In these altered circumstances the Government of India have proposed and the Ceylon Government have agreed that the broad principles which will govern a detailed settlement should now be determined.

These principles are as follows:—

- (i) It is agreed that Ceylon has the right to determine the future composition of her population by the imposition of such restrictions as she may deem necessary upon the entry of newcomers;
- (ii) It is agreed that all Indians who have entered or may enter Ceylon, without infringing any existing statute, before a future post-war date to be prescribed will be eligible to qualify for all the rights of citizenship now accruing to persons possessing a Ceylon domicile of origin;
- (iii) It is agreed that the qualification for such citizenship shall be such as can be determined by simple administrative process without recourse, except for the legalisation of documents or by way of appeal, to a court of law;
- (iv) It is agreed that, except for unskilled labour, Indians admitted to such citizenship shall have no right to any special protection by the Government of India;
- (v) It is agreed that the existing agreements between the two Governments regarding unskilled labour shall be maintained, subject only to such modifications as may become necessary by reason of restrictions being placed upon the entry of newcomers;
- (vi) It is agreed that any restrictions that may be placed upon the entry of newcomers shall not be such as:
 - (a) to prevent Indians already in Ceylon introducing upon equal terms wives, children and recognised dependants,
 - (b) to interfere with normal commercial practice between the two countries or to prevent the continuation of Indian business already legitimately established in Ceylon or
 - (c) to impose upon newcomers of Indian nationality any greater restrictions than may be imposed upon newcomers of other nationalities.

16. D. O. LETTER FROM THE HON'BLE MR. G. S. BOZMAN, SECRETARY TO THE GOVERNMENT OF INDIA, DEPARTMENT OF INDIANS OVERSEAS, NEW DELHI, TO SIR DON BARON JAYATILAKA, REPRESENTATIVE OF THE GOVERNMENT OF CEYLON IN INDIA, NEW DELHI, NO. NIL, DATED THE 20TH JANUARY, 1943.

I have now consulted Mr. Aney regarding the points which we discussed yesterday.

He sees the force of your comments regarding clause (iv) of our proposals and we therefore suggest that clauses (iv) and (v) should be redrafted as follows:—

- “(iv) It is agreed that Indians admitted to such citizenship shall have no right to any special protection by the Government of India

but that, in the case of unskilled labour, there shall be no detraction from the conditions of work, wages, medical attention and housing already agreed between the two Governments.

- (v) It is agreed that the existing agreements between the two Governments regarding conditions of work, wages, medical attention and housing for unskilled labour shall be maintained in respect of any new immigrant labour or any unskilled labourers who are not admitted to full citizenship, subject only to such modifications as may become necessary by reason of restrictions being placed upon the entry of newcomers."

Mr. Aney also agrees that in clause (vi) (a) the phrase "recognised dependants" should be altered to read "such dependants as may be agreed between the two Governments."

He has understood the point made by you in respect of the phrase "normal commercial practice" in clause (vi) (b), but we have not yet been able to evolve a re-draft. He suggests therefore that you might, if you so wish, inform your Government that the point has been brought to our notice and that we are considering it.

17. D. O. LETTER FROM SIR DON BARON JAYATILAKA, REPRESENTATIVE OF THE GOVERNMENT OF CEYLON IN INDIA, NEW DELHI, TO MR. G. S. BOZMAN, SECRETARY TO THE GOVERNMENT OF INDIA, DEPARTMENT OF INDIANS OVERSEAS, NEW DELHI, NO. NIL, DATED THE 3RD FEBRUARY, 1943.

With reference to your letters of the 18th and 20th January 1943, forwarding me the Draft Statement and the amendments thereto, I may inform you that I sent the Draft Statement as amended to His Excellency the Governor of Ceylon and have now heard that, before the documents could be placed before the Board of Ministers, it is considered necessary to have fuller information with regard to the proposals.

I shall therefore be grateful if you will be good enough to state whether the acceptance of the proposed statement would or would not involve the rejection or modification of the following sections and paragraphs of the Joint Report by the Delegations from India and Ceylon dated 21st September 1941 at Colombo:—

- (1) The Draft Statement would appear to radically modify Part 1, Section A, of the Joint Report by the substitution of an unspecified post-war date for date of coming into force of the Immigration Ordinance, which would have been passed immediately after the endorsement of the Joint Report by both Governments. The first effect of such substitution is that labour for war purposes could not, as requested, be recruited on a temporary basis because repatriation after the war would be precluded.

It may be recalled in this connection that by External Affairs Department telegram of 26th February 1942, addressed to the Ceylon Government, the Government of India expressed its readiness to consider the relaxation or removal of the ban in respect of labour necessary for war purposes.

- (2) The basis of Part 1, Section B, of the Joint Report would be modified in the same sense and with the same effect as Section A. Sub-sections (2), (3), (5), (6), (7), (8) and (11) appear to be rejected by paragraph (ii) of the Statement. The rejection of sub-section (11) is, of course, tantamount to the rejection of the principles underlying the whole of the Joint Report.

- (3) The whole of Part II of the Joint Report would appear to be rejected from:

- (i) substitution of the vague word "citizenship" (studiously avoided by the signatories to the Joint Report) for the careful categorization of rights in this section;
- (ii) avoidance of all reference to domicile of choice or period of residence as qualifying for immunity from quota legislation; and

- (iii) paragraph (vi) of the proposed Statement.
- (4) The proposed change in date of the coming into force of the Immigration Ordinance referred to above would appear to adversely affect Part III, Section A, of the Joint Report. Also paragraphs (ii) and (iii) of the proposed Statement would appear to wholly reject Section B, sub-sections (2), (3) and (4).
- (5) Part V, paragraphs (1) and (2), of the Joint Report appear to be rejected by paragraphs (ii) and (iii) of the proposed Statement.
- (6) Part VI, paragraphs (1), (2), (3) and (4), of the Joint Report are rejected or rendered irrelevant by paragraph (iii) of the proposed Statement.

An early reply will be much appreciated.

18. D. O. LETTER FROM THE HON'BLE MR. G. S. BOZMAN, SECRETARY TO THE GOVERNMENT OF INDIA, DEPARTMENT OF INDIANS OVERSEAS, NEW DELHI TO SIR BARON JAYATILAKA, REPRESENTATIVE OF THE GOVERNMENT OF CEYLON IN INDIA, NEW DELHI, NO. NIL, DATED THE 8TH FEBRUARY, 1943.

I am grateful for your letter, dated the 3rd February 1943, in which you have forwarded certain enquiries made by His Excellency the Governor of Ceylon regarding our proposals. It is most unfortunate that the original has not even yet been delivered to me, but I have your signed copy which reached me today.

I trust that His Excellency is not under any misapprehension as to the object with which we put those proposals forward. As you will remember the Hon'ble Mr. Aney informed you specifically that we could not accept the original suggestion from Ceylon that labour should be recruited subject to compulsory repatriation. That being so he suggested that it might expedite consideration of Ceylon's request for labour if we could first agree upon the main principles which should govern subsequent detailed negotiations regarding the immigration and status of Indians in Ceylon. It was not our intention that the details of such negotiations should be considered now, nor did we envisage the Joint Report of 1941 being the basis of such negotiations. Should it be possible to reach an agreement upon these principles now the detailed settlement would be a fresh settlement utilising if necessary only such portions of the draft Report as either party to the agreement might find useful in accordance with the agreed principles.

Since, however, His Excellency the Governor has asked specific questions regarding items in the Joint Report I should be failing in my duty if I did not reply to them individually. I should point out, however, that there are certain other items in that Report not covered by the present answers to which the Government of India raise certain objections. The answers to the individual points raised are as follows:—

(1) The modification of the date upon which immigration restrictions might come into force was in fact suggested in our telegram No. 1493 of the 26th February 1942 to which reference is made in the question. It also appears to have been accepted at least by implication by the Ceylon Government in the Governor's telegram of the 18th of March, 1942, in reply to our telegram. It is correct, therefore, to say that our present proposals suggest a modification of date. As regards its effect upon the labour now required by Ceylon this is covered by the reference I have made above to the Government of India's view on compulsory repatriation. The reference to the Government of India's readiness to consider the relaxation or removal of the ban in respect of labour necessary for war purposes is correct. It should be observed, however, that relaxation of the ban for a specific period or under such conditions as would permit of compulsory repatriation or be in any way inconsistent with the declared policy of the Government of India in the matter of emigration, was not suggested.

(2) With regard to the change in date the same remarks apply as under (1) above. It would hardly be correct to say that sub-sections (2) and (3) of Part I, Section B, of the Joint Report are necessarily rejected by paragraph (ii) of our proposals. That paragraph merely states that those who remain in Ceylon

should be eligible to qualify for full rights of citizenship. This might in certain circumstances include some who have already been repatriated provided their repatriation does not act as a ban against their re-entry into Ceylon. It is correct to say that sub-sections (5), (6), (7), (8) and (11) are rejected. Whether sub-section (11) is a matter of principle is clearly open to argument.

(3) It is correct to say that the whole of Part II of the Joint Report is rejected though the reference to paragraph (vi) of our proposals is not wholly understood. The Government of India take objection to the whole proposal for internal quotas.

(4) As regards the proposed change in date the remarks under (1) above apply. It is correct to say that paragraphs (ii) and (iii) of our proposals reject sub-sections (2), (3) and (4) of Section B, Part IV, in so far as those sub-sections require reference to a Court and that they render the other provisions of those sub-sections, namely, the prescriptions regarding domicile of choice and certificate of permanent settlement, unnecessary.

(5) It is correct to say that Sections (1) and (2) of Part V become unnecessary.

(3) Sub-sections (1), (2) and (4) of Part VI also become unnecessary. The necessity for retaining sub-section (3) in any form would depend upon the qualifications prescribed in accordance with paragraphs (ii) and (iii) of our proposals.

19. D. O. LETTER FROM SIR DON BARON JAYATILAKA, REPRESENTATIVE OF THE GOVERNMENT OF CEYLON IN INDIA, NEW DELHI, TO THE HON'BLE MR. G. S. BOZMAN, SECRETARY TO THE GOVERNMENT OF INDIA, DEPARTMENT OF INDIANS OVERSEAS, NEW DELHI, NO. NIL, DATED THE 12TH FEBRUARY, 1943.

With reference to your letter, dated 8th February 1943, contents of which I communicated to H. E. the Governor of Ceylon by telegram, I have been instructed to state for the information of the Government of India that the Governor has placed before the Board of Ministers—

(a) the Draft Statement forwarded with your letter, dated 18th January, 1943.

(b) the amendments thereto contained in your letter of 20th January 1943, and

(c) my telegram conveying the substance of your letter under reference.

2. I am to state that the Board of Ministers regret that the Government of India have found themselves unable to consider the proposals contained in the Governor's telegram No. 16 of 8th December 1942 addressed to His Excellency the Governor-General of India and that the Board of Ministers themselves are quite unable to consider any counter proposals on the basis of the Draft Statement referred to above.

3 I am also to add that the Board of Ministers note with surprise that the Joint Report of 1941 is no longer envisaged by the Government of India as the basis of any future negotiations regarding immigration and status of Indians in Ceylon in spite of the fact that—

(a) the Government of India by telegram of February 26, 1942, suggested postponement of the consideration of the proposals in that Report until after the war, and,

(b) the Government of Ceylon by telegram, dated March 18, 1942, agreed to the maintenance of the *status quo* on that understanding.

BILLS PASSED BY THE LEGISLATIVE ASSEMBLY LAID ON THE TABLE.

SECRETARY OF THE COUNCIL: Sir, in pursuance of rule 25 of the Indian Legislative Rules, I lay on the table copies of the following Bills which were passed by the Legislative Assembly at its meeting held on Tuesday, the 16th February, 1943:—

1. A Bill further to amend the Motor Vehicles Act, 1939; and
2. A Bill further to amend the Government Savings Banks Act, 1873, and the Post Office Cash Certificates Act, 1917.

DELHI MUSLIM WAKFS BILL.

SECRETARY OF THE COUNCIL : Sir, I lay on the table the Report of the Joint Committee on a Bill to provide for the better administration of Muslim Wakfs in the Province of Delhi.

CODE OF CRIMINAL PROCEDURE (AMENDMENT) BILL.

SECRETARY OF THE COUNCIL : Sir, under Standing Order 74 I have to report that one petition as per statement laid on the table has been received relating to the Bill further to amend the Code of Criminal Procedure, 1898, which, as passed by the Legislative Assembly, was laid on the table of the Council of State on the 25th March, 1942.

Statement.

Petition relating to the Bill further to amend the Code of Criminal Procedure, 1898, which, as passed by the Legislative Assembly, was laid on the table of the Council of State on the 25th March, 1942.

Number of signatories.

1

District or town.

Vizagapatam .

Province.

Madras.

STATEMENT *RE* QUARTERS FOR MEMBERS OF THE COUNCIL OF STATE.

THE HONOURABLE SIR MAHOMED USMAN (Leader of the House) : Sir, as promised by me on Tuesday last I have carefully gone into the whole question of finding accommodation for the Honourable Members of this House during the session period. I have also had the advantage of a very full and helpful discussion of the problem with the Secretary of the Labour Department and the Estate Officer.

2. As regards the immediate question of finding accommodation for the Honourable Raja Yuveraj Dutta Singh to which the Honourable Mr. Sapru made specific reference, I am glad to say that with the co-operation of the Labour Department I have secured a quarter which has been offered to and accepted by the Raja Sahab. Honourable Members will realise that having regard to the limited number of quarters available for the use of the Honourable Members of this House it is not possible to do anything more this session.

3. But as regards the general question of sufficiency of quarters for the Honourable Members of this House, it appears that the number of quarters assigned for their use falls short of the usual demand by four quarters on an average. A solution of the problem could, I think, be found if the Legislative Assembly Department agree to hand over four bungalow type quarters for the use of the Honourable Members of this House. I am taking up this question with the Legislative Assembly Department and I hope that that Department will be good enough to agree to this modest request. I need not tell Honourable Members that I am fully conscious of the inconvenience some of them have to put up with and I assure them that I will do all in my power to mitigate this inconvenience.

THE HONOURABLE MR. HOSSAIN IMAM (Bihar and Orissa : Muhammadan) : Sir, while we are all thankful to the Honourable the Leader of the House for the endeavours which he has made, especially to find accommodation for our members, may I draw his attention to the fact that the Assembly Department has already surrendered 26 quarters to the Labour Department ? When I had a talk with the Assembly Department people I was told that we would have to approach the Labour Department, who have taken back 26 quarters, if we want more accommodation and not the Assembly Department itself.

THE HONOURABLE SIR MAHOMED USMAN : I have nothing more to say at present, Sir.

STANDING COMMITTEE FOR THE DEPARTMENT OF SUPPLY.

THE HONOURABLE MR. C. M. G. OGILVIE (Defence Secretary) : Sir, I move :—

“That this Council do proceed to elect, in such manner as the Honourable the President may direct, three non-official members to serve on the Standing Committee to advise on subjects with which the Department of Supply is concerned, during the financial year 1943-44.”

The Motion was adopted.

THE HONOURABLE THE PRESIDENT : With reference to the Motion which has just been adopted by the Council, I have to announce that nominations to the Committee will be received by the Secretary up to 11 A.M. on Saturday, the 6th March, 1943, and the date of election, if necessary, will be announced later.

GENERAL DISCUSSION OF THE RAILWAY BUDGET, 1943-44.

THE HONOURABLE THE PRESIDENT : We will now proceed with the General Discussion of the Budget (Part I).

THE HONOURABLE MR. HOSSAIN IMAM (Bihar and Orissa : Muhammadan) : Sir, before we proceed to the Budget discussion I would request the Government through you, Sir, that as the food situation in India is very grave and the Assembly had been given three days to discuss the food situation, we might also be permitted two or three days to discuss this, and all the Resolutions on food subjects which we have given notice of may be considered on that day. I hope Government will be able to find us some time, if not now, at least in March.

May I also request, Sir, that a secret session be held some time in March if the Government can find time ?

THE HONOURABLE THE PRESIDENT : You are making two requests ?

THE HONOURABLE SIR MAHOMED USMAN (Leader of the House) : Secret session for what ?

THE HONOURABLE MR. HOSSAIN IMAM : To discuss the defence situation as we did in 1942.

THE HONOURABLE THE PRESIDENT : You will have an opportunity to discuss the defence situation today if you want, as I told you the other day, or when the General Budget is discussed.

THE HONOURABLE MR. HOSSAIN IMAM : There are certain things which we cannot say and the answers on certain questions cannot be got in a public session. In 1942 we had a secret session and it was very useful.

THE HONOURABLE THE PRESIDENT : You want confidential discussion. That is in the hands not of the Government, but of the Governor General.

THE HONOURABLE MR. HOSSAIN IMAM : Yes. That is what we request the Honourable Leader to convey to the Governor General.

THE HONOURABLE SIR MAHOMED USMAN : I shall have to consider the question, Sir.

THE HONOURABLE SIR A. P. PATRO (Nominated Non-Official) : Mr. President, I congratulate the Honourable the War Transport Member on the very able and lucid financial statement in respect of the Railways made by him. My congratulations are also due to the Honourable Sir Leonard Wilson and the Railway Board on their having been able to present a prosperous Budget with a great surplus. Sir, one thing that strikes one even on a casual perusal of the Budget Statements and the speech of the Honourable the War Transport Member is that he has endeavoured his best to systematise the railway finance for the first time. There was no definite policy before, though attempts were made now and then to fill up the gaps, but we find a systematic treatment of the railway finance for the first time now and it is a matter of great satisfaction that during this surplus time he has struck a note that this surplus should not be taken as accruing in other times and therefore the finances should be properly adjusted. Now, Sir, since the observation made by Sir Otto Niemeyer about railway finance it has been causing some anxiety whether everything is all right in the matter of railway finance. The Honourable the Railway Member said that the success of the railway finance should not be measured by the surplus in rupees but in service. I must say that in both these respects, in rupees as well as in services, the Railway Administration have achieved a remarkable success during the last year and in the promise for the next year. Sir, I do not propose to review all that has been stated by Honourable Members, but I propose to discuss some points which are of importance to the people generally. The first of these points would naturally refer to the disposal of the surplus. The statement he has made shows that the Honourable Member himself was dissatisfied with the present state of things. There is one difficulty which he ought not to have overlooked. In the building of the Reserve Fund while eliminating the debt due to General Revenues and also to the Depreciation Fund, there is not much provision made for strengthening and building of the reserve. It is essential that the Reserve Fund should be built up gradually with a view to see that in lean years the Railways do not suffer ; and the convention which was entered into in 1924 is no doubt a load on the railway finance. The convention was whether the Railways earned any surplus or not they had to provide a fixed contribution to the General Revenues of one per cent. There was a two-fold object in this convention. First of all it was intended or at least it was thought that there

[Sir A. P. Patro.]

should be no uncertainty with regard to the contribution from the Railways to General Revenues; and secondly, that the Railways should have sufficient funds for the purpose of long-term development of Railways. Examining the statements that have been made, we see that the convention has failed and it was stated so by the Honourable Members who spoke about it. It is true that the convention has failed, but it is necessary that a revision should be effected with a view to see that the general taxpayer does not suffer. It is true that when we have surpluses, the money should go to the relief of the General Revenues. But if it is to be a fixed contribution, whether you have got a surplus or not, then it becomes a matter of difficulty with the Railways. Therefore it is necessary that the whole policy should be examined and restricted with a view to see that the general taxpayer does not suffer and at the same time the railway finance is not burdened unnecessarily. This matter will be temporarily got over by means of a resolution fixing the proportion 3 to 1 proposed by the Honourable Member and I am sure that this House as well as the other House will accept that temporary arrangement. What is needed is not getting over the present difficulty only. There may not be this phenomenal surplus in future. Therefore all these points should be considered and a revised convention brought into being and build up a Reserve Fund. The second matter of importance which I would refer to is this, namely, the economic condition of the agricultural population. They have been hit very hard by the dismantling of 650 miles of railways of branch lines. These branch lines served as small arteries from the main line into the interior where communications are difficult. Now, when these communications are cut off, small farmers are not able to obtain the necessary food supply and therefore they are at the mercy of the capitalists, the *sahukars*, the money-lenders and the Marwaris. Therefore it is necessary that these lines which have been cut off should be immediately restored; if not the distress prevailing in the rural areas will be very great.

Another matter which also I wish to bring to the notice of the Government is this: that while the capitalists and wealthy people who are vociferous are always supported the rural population is neglected. The backbone of the Government and the mainstay of the Government is in the rural areas. Now these rural areas are neglected. How? The increased rate that has been levied—12½ per cent.—on small consignments of foodgrains is really a great difficulty to the rural population. The ryot, small farmers, are not able to send out to the market in large quantities in wagon-fulls of load and therefore when they are able to send 5, 10 or 20 bags for purposes of sale in the market at a more favourable rate they can obtain than that in their own place through the mediators and middlemen. These middlemen take away all that is in the rural areas and they collect together and make out a big godown and send out stuff to the markets. The poor man suffers; his case is neglected because he is not able to pay the higher rate of 12½ per cent. of the increase or loss, which seems to me to be a great burden on the rural population. This ought to have been noticed by the Railway Administration much earlier. They should have noticed the great economic strain that is put upon the small farmer and the dissatisfaction that is now prevailing in the rural areas is partly due to this kind of measures taken to burden the rural population.

It seems to me, Sir, when I drew attention to this fact last year, it was thought that it was not an urgent matter and therefore needed no action but now I would ask any of the responsible railway officers to go about in the rural areas, into the taluks and the districts and to see the extent to which the poor farmers feel about it. It is a great desideratum and a thing which ought to have been noticed by the railway officials much earlier. These people cannot do the right thing when they can do the right thing. They are always juggling with red-tapism; it is the same routine all over the Government offices. It seems to me high time that the railway officials should wake up and make honest and sincere reports as to the pressure that is being brought to bear upon the rural population on account of their being unable to send their small goods into the market at favourable rates.

Now, as I have said already, what is the position today? The middleman goes to the village and he buys up and pays the price not that the farmer would obtain at the market rate but whatever he is pleased to give. Therefore he is entirely at the mercy of the money-lender or the middleman. The ryot, the farmer, the cultivator, all suffer much on account of the increase of fare by 12½ per cent. down or

above. I say this because during the last two or three months I have been moving about in the rural areas in four districts in the southern Provinces and I have seen the complaint uniformly made by cultivators that on account of their inability to provide goods for a full wagon their business is held up and they are unable to send their goods out. Then there is the difficulty of transport from the railway stations to the market. Here also they cannot get out of the difficulty unless they are helped by Co-operative Societies. Then the Co-operative Societies today mostly are credit societies. They are not agricultural co-operative societies in the sense that they are unable to take up the produce themselves and then give advances to the ryot. What happens is this. Just this time of the year, December and January, they have to pay the Government revenue, a *kist* of, say, Rs. 15, Rs. 20, Rs. 50 or Rs. 100. In their earnestness to pay the Government dues what they do is to sell their produce to the first person that comes and asks for it. They lose their output and their whole produce is gone. I therefore suggest that the railway ought to go to the assistance of these poor farmers, these small farmers and small ryots and cultivators and remove this restriction of supplying wagons only for full wagon loads and relax it according to the circumstances of each district and each taluqa.

Then, Sir, the other matter which I want to bring to the notice of Government is, not of criticism but of expressing my satisfaction about the repatriation of the railway debenture stock to the aggregate sum of about twenty million sterling.

THE HONOURABLE SIR SHANTIDAS ASKURAN : It is finance.

THE HONOURABLE SIR A. P. PATRO : My friend is a big merchant. He says it is finance. However it is necessary, Sir, to express our satisfaction that in course of time this year or next year all Railways will become the property of India. It will be a great relief. It will then be possible to introduce many changes. A considered plan could be worked out for the purpose of working out the transport policy which could then be fully revised and reformed. The development of the railway industries could also then be facilitated. At present we find that Railways are helping the war effort very much ; most of their workshops and the factories have been put to manufacture munitions and other necessities for war purposes. Now my appeal to the Railway Department, to Government, is that this activity which has now been infused into the workshops, which have been remodelled in many ways, should be utilised and not discontinued after the war. After the war there would be great possibilities of the railway industries being developed. It has been referred to in the speeches that wagon construction is being made in India and also that plans are being examined with a view to see manufacture here of engines so that when raw material is available the work could begin here. It is a matter of great satisfaction that in these matters India is going to be self-sufficient because in one of the *communiqués* issued by the Government they have said that India will be self-sufficient. They said in the *communiqué* :—

"India is now in a position to provide for her own military requirements in the way of munitions, light armament and other equipment. This is manufactured mostly in the railway workshops. India is also preparing for the day when she should be able to supply enormous quotas of these items to the Allied forces overseas. Numerous military requirements which were not previously manufactured in the country are now being produced in India. These include armour plating for mechanised vehicles and shipping, etc."

But for the success of these schemes railway co-ordination is essential, and not only workshops and factories, but traffic organisation is essential ; and I hope that the War Transport Member, who is a statesman himself and who can take a long view—

THE HONOURABLE SIR SHANTIDAS ASKURAN : He is a businessman also

THE HONOURABLE SIR A. P. PATRO : Not of your type.

The War Transport Member can take a statesmanlike view of the matter and provide for the future development of the country in subsidiary industries. It is therefore not in vain that we appeal to the Government to see that proper steps are taken to provide for the development of the railway industries.

Sir, while speaking of these matters it is necessary that we should not forget the services, the men of the Railways who, true to their salt, have stood fast in times of difficulty and danger and faced great risks. They worked during the most troublous times caused by the policy of a certain political organisation. Even during those difficult times they stood firm and loyal to the Railway Department. What have you done with a view to satisfying the services in the matter of dearness allowances ?

[Sir A. P. Patro.]

It is said that dearness allowance is given, and that provision will be made in the Budget—that a sum of Rs. 3 crores has been provided in the Budget for opening grain shops to relieve the railwaymen of the burden of high prices. But the experiment has not yet been undertaken. The grainshops will take a long time in coming. There will be the difficulty of long queues of workmen standing for the purpose of getting the necessary supplies. There are practical difficulties in the way of these grain shops working successfully. The scheme requires an army of people. Is it worth while undergoing all this trouble and expense? Is it not better to give dearness allowance to the people and also provide for supply of grain and other foodstuffs through big railway stores? This would help them. Therefore, in addition to what has already been done, an increased dearness allowance is necessary during these hard times—if only in recognition of what the railwaymen have done hitherto, the fruits of whose labour we are reaping now.

The matter of militarisation of the railway services is a welcome feature. It will enable the workmen and the services to adhere faithfully to the Railway Administration. It is really a good feature of the Railway Administration.

Sir, while the Railways are earning large profits, they have not this year made any decent provision for affording facilities for the public. Year after year the Bengal Nagpur Railway has been promising that certain facilities will be provided for the people in Vizagapatam district and in other places. I have correspondence with me which I carried on, in my capacity as President of the People's Association, with the Agent of the Bengal Nagpur Railway for ten years. Promises were made that necessary waiting rooms for first and second class passengers and retiring rooms would be provided at Waltair, which is an important station on the Bengal Nagpur Railway. But nothing has been done till now. The first and second class waiting rooms are worth nothing. The furniture is all old—bought in the time of the East Coast Railway—and the room is small and is a stinking urinal. Waltair is the headquarters of the Bengal Nagpur Railway to begin with. It is a harbour town, and it is a junction. Ten years ago the Agent and the district authorities promised that they will take immediate steps to provide retiring rooms and also a decent waiting room for first and second class passengers; but nothing has been done in the matter. It is really a scandal that the Railway authorities should take ten years for this—and yet nothing has been done.

THE HONOURABLE SIR DAVID DEVADOSS (Nominated Non-Official): And the Railway has been earning very large profits.

THE HONOURABLE SIR A. P. PATRO: Yes. Government have been subsidising the Railway. It is only for the last two years that the Railway has been earning. All the time people's money was spent on maintaining the Railway. It is disgraceful that both at Chicacole Road and at Waltair they have done nothing whatever in spite of the demand of the people of those places. The communications are sent to the Agent; he refers them to the district officer. Then the reply is given that in the next budget funds will be provided if they are available. "When funds are available the work will be undertaken". That is the reply. I do not know when those funds will be available to the Bengal Nagpur Railway. It is most scandalous that this should happen on a Company Railway. The Chicacole Road Station is a very important station. People from Palkonda and Parla Agency, officers as well as merchants, come there and have to halt there for a night and sometimes for a day with a view to secure accommodation in the trains. Nothing has been done by the Bengal Nagpur Railway to provide the necessary accommodation for the passengers at these stations.

Leaving aside the Bengal Nagpur Railway, it is necessary that the Railway Department should work out a revised transport plan with a view to helping the development of the railway policy. It should not be left to be considered after the war. The matter should be taken in hand now so that by the time the war is finished—God grant that it is finished in a year or two—by that time Government may be ready to take up these development works and make the railway industry a really useful and effective one for the benefit of the people.

THE HONOURABLE THE PRESIDENT: The Honourable Member should conclude now: he has taken nearly half an hour.

THE HONOURABLE SIR A. P. PATRO: I will finish, Sir.

The surplus should be distributed so as to build up a reserve fund and to enable the revision of the convention, so that neither the general taxpayer nor the Railways may suffer in peace years, and, most of all, the burden on the rural areas, the obstacles placed in the way of the rural people, by increasing the rates and restricting the consignments must be seriously considered, as also the case of the railway workmen.

On the whole, therefore, while I appreciate the efforts made by the Honourable the War Transport Member to systematise the railway finances for the first time, it seems to me that these other points which I have raised must be considered more seriously than in previous years and I hope that justice will be done to the poor cultivator who bears the burden of all taxes in the country and whose grievances are real and genuine but not only help or give a sop to the capitalists.

THE HONOURABLE MR. HOSSAIN IMAM (Bihar and Orissa : Muhammadan) : Mr. President, today the Members of the Progressive Party have walked out on account of happenings outside. We, Sir, may have our sympathies with our fellow-countrymen in their hour of trial, but for reasons which have been stated before in this House and in the other place we are unable to go as far as they have done. We are participating in this discussion of the Railway Budget as it is our duty to serve the country and the people who have sent us here as their representatives.

First of all, Sir, permit me to welcome back Sir Edward Benthall after 10 years. He was a colleague of ours as a non-official, and now he has been translated to higher spheres. We are glad to see him there and we hope that as he has represented the people of India—at least resident in India—he will continue to be as careful of our interests as he was when he was a non-official representative in this House.

Mr. President, the picture of the Railways which has been presented to us appears outwardly to be rosy, I may say almost glamorous, with Rs. 150 crores income, but like the glamour girls of the screen, it is not all that it seems to be. There are things hidden which are not quite satisfactory. The first thing which strikes one as the most important in this picture is the amount of working expenditure. *One would realise how greatly our operating expenditure has risen up when I tell the House that it is more than the gross income for the any one year 1931-32, 1932-33 and 1933-34.* The whole total gross income of the Railways for these three years was less than the total working expenditure which is being budgeted for this year. You will further realise how greatly the working costs have risen up when I tell you that in 1941-42 the income was Rs. 135 crores and in 1943-44 we are budgeting for an income of Rs. 150 crores, an increase of 11·2 per cent. on the income side. In the account year and in the budget year there is an increase of income of 11·2 per cent. But, for the same period, there is an increase of 15·2 per cent. in expenditure. An increase of 11·2 per cent. in income is accompanied by an increase in expenditure of 15·2 per cent. Our expenditure has risen from Rs. 63·54 crores to Rs. 73·85 crores. These figures are without the depreciation costs. But when I said that the working expenditure was more than the gross income, I was referring to total expenditure including the sum set aside for the Depreciation Fund. Sir, after referring to this, I should like to say that I do not accuse the Railway Administration of being a spendthrift or of wasting money. But what I do ask the Railway Department to do is to keep a watch and not to allow the increased income to be squandered away on increased expenditure. We are living in good times, but that is no reason why our expenditure should unnecessarily rise up and should not be as stringently controlled as the Railway Board used to do in the years past. Our working expenditure, Sir, has been as low as Rs. 53 crores against the Rs. 73·85 crores of the Budget year. In order to get a correct picture of our income and expenditure of the past year we have to refer to the special figures which have been given in the Explanatory Memorandum on page 26, excluding Burma Railways. That is a comparable figure and not the ordinary figures which include the Burma Railways.

I shall now refer to the dismantling of the railway lines, rolling stock and locomotives, etc., transferred for military needs to the Defence Department. The Railways did not dispose of these goods because they were surplus to our requirements. We surrendered them in order to meet the greater necessity which the Defence Department has in the country. The military requirements, in days of war, have precedence over civil requirements, however essential the latter might be. But, concurrently there should be realisation on the part of those in control of the defences

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of the country that it is a surrender. It should not be measured and weighed as scrap or as what it would have fetched in peace. In pre-war economy we were in urgent need of these things. The Railways surrendered these things in order to meet the military necessity and it will be equitable if His Majesty's Government were to treat it as a loan, a repayable loan. They should give us locomotives and other stock which we want from other countries at whatever cost they might get. It is a wrong policy that our goods should

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be taken at Re. 1 and when we go to buy the same thing in the outside market we should purchase it at Rs. 3, the present cost of the material in the world market. I therefore submit that His Majesty's Government would be dealing with us fairly if they at least took the liability for the American goods that are coming to us. The Honourable the Railway Member and the Chief Commissioner have referred to some items which are going to be imported from America. I refer, Sir, to the War Transport Member's speech at page 6, where he says :—

" Arrangements have now been made for the supply of 40 heavy goods engines from America. It has been requested that arrangements be made for the supply of a further 150 broad gauge locomotives during 1944 ".

I request His Majesty's Government through the War Transport Member to compensate us for the help which we gave to the Defence Department by paying for those goods from His Majesty's Government Account and getting back from us whatever price they have given to us for like goods. I do not understand the equity of the arrangement which they have made. But if they really wish to do justice to us, the least they can do is to compensate us in this way. I do not know whether the Standing Finance Committee of the Railways was consulted when those prices for Defence goods were fixed, whether the Government thought it proper to consult the Legislature on the subject or not. I have my doubts. If the Government has not cared so far to consult or to associate the Legislature, may I request that an endeavour be made to place the whole situation before either the Standing Finance Committee or an *ad hoc* committee of the Legislature in order to give satisfaction to the people of India that their affairs are not stage-managed in the interests of His Majesty's Government at the cost of the Indian taxpayer. It will be presumed if we are not associated that there is something dirty to be hidden and I do not want that charge to be thrown on the War Transport Department. We have in the reports no statistics of the equipment, rolling stock, locomotives, surrendered to the War Department. If we had, we would be able to gauge how far our future requirements have been accelerated by this transfer and how much loss we are suffering on that account.

Now, Sir, I should like to say a few words about the most burning question of the day, the food question, and the part which the War Transport Department plays in it. The Honourable the War Transport Member has in his speech stated that the Railways had carried five million tons of foodstuff in the first six months of this year.

THE HONOURABLE THE PRESIDENT : Will you not reserve your remarks on that for another opportunity ?

THE HONOURABLE MR. HOSSAIN IMAM : I am referring to the part played by the War Transport Department in this matter. His figure is five million tons of foodstuff in the first six months. That, Sir, appears to be quite a good figure, but I do not know whether that figure of five million tons includes supplies for the Defence Department or not ; because I was told this morning that it is not possible for the Government to differentiate between goods carried on commercial account and on Defence account. Then we are told that 46 per cent. of the ton mileage of last year on the broad gauge was taken up by coal. That is a very good figure. But how much of it was for military needs and how much for Supply Department orders and how little for the common consumer ? In all these figures, you have to remember that the figures of the present day are not comparable with the past, because in the past the part carried for the Government was very negligible, whereas now-a-days the carriage of goods for the public is negligible compared to the goods carried for Government. May I, Sir, while on this subject refer to two very important statements made by the Chief Commissioner. In paragraph 7 of his speech he says :—

" The number of wagons loaded up to date this year is less by about 15 per cent. on the broad gauge and about 17 per cent. on the metre gauge than in last year ".

That, Sir, is an admission not of disregard by the Railway Department or a reflection on the efficiency of the Railways, but it is as a matter of fact a protest against the doings of the Defence Department, for further on the same paragraph mentions :—

"This is due to the hold up of wagons in ports and military depots and to dislocation of goods traffic by the movement of a larger number of military special trains".

The thing which the Government of India must realise is that Defence Department requirements, while they should have priority, must not be used as a ground for inefficiency and for humbug. We are not in the midst of the war in India. The war efforts which are being made in India are more in the nature of preparation than for actual fight. Even in this condition we are not able to make intensive utilisation of our wagon stock due to the vagaries of military officers. I am using a strong term, Sir, but my only excuse is that I have got my cue from Sir Leonard Wilson, when he says that wagons have to lie in military depots—

THE HONOURABLE SIR LEONARD WILSON (Chief Commissioner for Railways) : A misinterpreted cue.

THE HONOURABLE MR. HOSSAIN IMAM : I am putting my own meaning to the words which he has expressed. My bible is here. He says that the whole problem is due to the hold up of wagons. That is enough peg for me to hang my tale on. We have further evidence from the statistics furnished by the Railway Department that wagon stock is not fully utilised. I refer to the statement in the Railway Board's Report for the year 1941-42. There, Sir, it is mentioned that the wagon mileage is 47 this year and that ton mileage is 441. *That shows, Sir, that one wagon in a wagon day travels 47 miles and carries about nine tons of goods. It is almost the speed of a bullock cart.* If Government will excuse me for saying so, 47 miles for a wagon to travel in a day and for it to carry nine tons only while its usual average capacity is 20 tons shows how far you are made to play second fiddle to the Defence Department and that your every effort is stopped because the Supply or the Defence Department have a priority and they can order anything to remain inactive and loaded as little as they like because of the slogan of military necessity—

THE HONOURABLE SIR A. P. PATRO : To the expense of—

THE HONOURABLE MR. HOSSAIN IMAM : Not only to the expense but to the misery and trouble and starvation of the actual people of the soil.

If it was guided by military needs I would be the first person, Sir, to allow it. If India were in the actual fighting, I would be the first person to ask that every sort of traffic of a civil kind should be immediately stopped, but I cannot be a party to wagons being kept idle by the Defence Department for no excuse but their whims.

Then, Sir, I find that these two reports show a progressive increase in wagon miles as well as ton miles. Now, surely, that is not a criterion with which you should be satisfied because we are now in the midst of a total war. The only figures which ought to be your criterion and in which you can reliably place your confidence are the figures for England and America. The ton miles as well as wagon miles. We should try to reach the efficiency of the British and American railways and I am strengthened in my demand, Sir, by a statement in the speech of the Honourable the War Transport Member in paragraph 8, where he said :—

"The target of engines under and awaiting repair at which we aim is 4 per cent. in shops and 8 per cent. in sheds or a total of 12 per cent., a figure which the L. M. and S. Railway in England attains".

I like this method and I hope this is the method which the Honourable Member will adopt for other comparable items. *It is not what we have done in the past on which we should take satisfaction but we have to see what the world is doing at the present—the world that is in the midst of fighting—and that is the only criterion and the target to which we should try to work out.*

THE HONOURABLE THE PRESIDENT : You have already taken more than 25 minutes on this matter and I am not going to allow any member to speak for more than half an hour today.

THE HONOURABLE MR. HOSSAIN IMAM : Now, Sir, as the time is very short, I should like to refer to one or two more subjects. I am referring, Sir, to the inconvenience caused to the passengers by abolishment of the trains. My complaint, Sir, is that there is no equality of sacrifice by the different Railways. The number of the trains which has been curtailed on one railway is much greater than that on the other railway. *In spite of the fact that you have double lines, in spite of the fact that you have*

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alternate routes, nevertheless the East Indian Railway has been selected to be victimised. It will come as news perhaps to most of the members, other than Punjabis, that even in these days when we have been asked to make sacrifices, when all sorts of concessions have been abolished on all Railways, the North Western Railway is the only Railway which goes on giving return tickets. I have not heard of any railway issuing return tickets, except this Railway which is near to the Railway Board's heart and near to the Railway Board's Office and therefore it gets a preferential treatment. In spite of the fact that it is one of the chronic deficit Railways, in spite of everything it gives return tickets at concessional rates but the E. I. R. and the B., B. & C. I. R. which have been paying the highest amount of dividend to the Government, are singled out for abolishment of these concessions and for a greater reduction of trains. If the Honourable Member will see the statistics he will find that there is not an equality of sacrifice between these and the other Railways. I am prepared for a sacrifice and to bear the same burden as my brother will bear but if there is a differentiation I will go on protesting against it.

Sir, may I refer to two or three anomalies in the speech of Sir Leonard Wilson which show—

THE HONOURABLE THE PRESIDENT: Be very brief please.

THE HONOURABLE MR. HOSSAIN IMAM: I would refer, Sir, to the concluding portion of paragraph 7 which says:—

"The reason for this is that Railways are not now able to carry all the traffic offering and that priority is given to essential traffic which is on the whole higher rated than the less essential traffic which has been squeezed out".

May I mention that the least rated goods are the foodgrains and coals which have been squeezed out.

THE HONOURABLE SIR LEONARD WILSON: No, Sir.

THE HONOURABLE MR. HOSSAIN IMAM: May I mention that I can give any number of instances where railway stations refused to take goods because wagons were not available? Even—

THE HONOURABLE THE PRESIDENT: That is all right, but where is the anomaly?

THE HONOURABLE MR. HOSSAIN IMAM: Sir, the anomaly is that he says that foodgrains are carried and then he says that the lower rated goods have been squeezed out.

THE HONOURABLE THE PRESIDENT: That is difference of opinion, not anomaly.

THE HONOURABLE MR. HOSSAIN IMAM: Then, Sir, I should like to refer again to paragraph 11 of this speech where he says that the coaching traffic is being utilised for higher priced goods. That also shows, Sir, that higher priced commercial goods are really taking the place of foodgrains.

Sir, if I had more time I would have devoted myself more to this subject but *may I request that all the railway stations should be asked to book foodgrains when they are offered?* The trouble is that the small wayside stations cannot take wagon loads and if a consignment is received of non-perishable foodgrains and kept until you get the goods, I mean a full wagon load, which will take not more than four or five days on the average, then it would be possible to carry foodgrains even from small stations and remove the trouble, from which the land is suffering, and where you have an excess of foodgrains in a place 50 miles away and scarcity in another place.

THE HONOURABLE THE PRESIDENT: Will you please conclude?

THE HONOURABLE MR. HOSSAIN IMAM: I had intended, Sir, to refer at some length to the grievances of the Muslim services but as my time—

THE HONOURABLE SIR DAVID DEVADOSS: About Pakistan?

THE HONOURABLE MR. HOSSAIN IMAM: If my friends are so much obsessed by Pakistan I feel that it is bound to come.

THE HONOURABLE THE PRESIDENT: I cannot allow you to discuss Pakistan.

THE HONOURABLE MR. HOSSAIN IMAM: I am not responsible for it. It is Sir David Devadoss who has brought it in. However, I was just saying, Sir, that I had no time to refer to the Muslim grievances in the matter of services at any length. I will only draw the attention of the War Transport Member to the fact that even in the direct recruitment of gazetted staff we have not yet received our quota. Every

year we are receiving a smaller quota than is due to us, and our share of posts are left vacant on the excuse that in a particular branch no Muslim has come forward. For Anglo-Indians you have made a rule, that they will be admitted to certain special branches. Why cannot you apply the same rule to the Muslims? Give them other places. If they are not available as engineers, give them the Transportation Department; give them Accounts; give them any other Departments. *I would suggest that, in order to make up the deficiency of the past, he might make a few appointments by means of nomination of men of even higher age*, because if the lower age limit of 25 is strictly adhered to, it will be hard on those who have come in by open competition. It is a possibility which the Honourable Member should try to investigate with a view to ascertaining whether we have received equal and fair treatment in this respect or not.

THE HONOURABLE MR. M. N. DALAL (Bombay : Non-Muhammadan): Mr. President, the Transport Member has been more lucky than his predecessors to have so large a surplus as Rs. 36.28 crores in a war year, despite the strained resources and the limits placed on railway capacity. The Transport Member calls this illusory prosperity, and very rightly. Some of the previous Railway Members have tried to interpret these increased railway earnings as a sign of increased prosperity. Nothing is further from the truth, for the general increase in the cost of living, particularly in the prices of foodstuffs, has made the position of the masses even worse than before. Much of it is due to the accidental circumstances of the war; after a succession of heavy deficits the Railways have been keeping up sufficient surpluses to wipe off their debt to General Revenues, to bring up the Depreciation Fund to the proper level and to start with a substantial beginning for the Reserve Fund. But I am sure that the Transport Member is too shrewd a businessman to think that the Railways have now turned the corner and that there will be no difficulty in future.

In the Railway Budget I would have appreciated a more detailed statement to show the actual prosperity. Probably a fifth of the surplus is due to increased rates and fares. It is difficult to find out how much of the increased earnings is actually due to military traffic and other Government uses. In this case, it is no more than a book entry. What comes as a surplus in the Railway Estimates comes actually from the taxpayers as increased Defence and other Government expenditure. Four hundred special troop trains are running every month; and in the current year the Railways will carry 15 million tons of military traffic. For the first time in the history of our Railways, strategic lines are making a profit of Rs. 29 lakhs, and this is almost entirely due to military traffic again. In wartime, Railways run as an adjunct of the Defence Department, and unless we know what exactly is the proportion of the increased earnings due to military and other Government traffic arising out of the war, we cannot form any correct estimate of the natural developments of our Railways. Mr. President, I am not making the statement in a carping spirit, but I believe we must not stultify ourselves by any undue complacency in this matter.

There is some indication in the Transport Member's speech that he is anxious, at least now, to start a locomotive factory in this country. But evidently there are some difficulties owing to the desire of the military authorities to use railway workshops as factories for munitions production. I do not know how far the military authorities are wise in treating transport as a secondary question. On the contrary, even from the Defence point of view, the efficiency of transport should be considered a matter of paramount importance. Had this fact been sufficiently realised, Government would not have sent 200 locomotives and a considerable amount of rolling stock abroad at the beginning of the war. If that was absolutely necessary, alternative arrangements should have been made to replenish our stocks, by starting locomotive and other factories for rolling stock. There is some reference in the Press regarding the Grady Report that even the Grady Report was not in favour of railway workshops being used as factories for munitions production. Though we shall have made 6,207 broad gauge wagons and 736 metre gauge wagons altogether by the end of 1943-44, the importation of locomotives from abroad has been referred to as uncertain. I hope the military authorities will co-operate with the Railways and offer all possible facilities for starting immediately locomotive factories and other factories for rolling stock before a complete breakdown takes place.

[Mr. M. N. Dalal.]

As regards the separation convention, I presume this House will be given an opportunity to discuss it. But it would not be out of place at this moment to suggest that a joint committee of both Houses of the Legislature should be appointed to consider the convention in full detail and submit an immediate report on it.

After the war new problems will arise which will demand urgent attention. But now that a favourable opportunity presents itself, I would recommend that the remaining Company-managed Railways be bought over and managed by the State. The Railway Board should also consider the question of amalgamation of Railways from the point of view of economy.

In conclusion, I would say that wartime prosperity of Railways may give place to peacetime slump when the war is over. I have therefore to request Government to proceed very cautiously, to make good use of the surpluses that are being collected, and to ensure that the mistakes committed after the last war will not be repeated.

THE HONOURABLE SIR SHANTIDAS ASKURAN (Bombay: Non-Muham-madan): Sir, I am very glad to see the Honourable Sir Edward Benthall with us, and I wholeheartedly offer him my congratulations. Sir, I congratulate my friend, the Honourable Member Sir Edward Benthall and Sir Leonard Wilson in presenting a businesslike budget for the Railways in India. The welcome departure which the Governor General has made in appointing eminent businessmen as his colleagues, particularly in those departments which have close bearing on trade and industry will, I hope, be maintained and carried further. Departments like those of Finance, Supply, Food, Commerce and Transport come under this category, and the success and efficiency with which the businessmen who were in charge of Commerce, Supply and Transport have discharged, to the extent possible, even during wartime will convince everyone that there is enough talent in the country outside the exclusive circle of the Indian Civil Service which can be utilised with the fullest advantage in the highest administrative work of the country. May I, in this connection, express my appreciation, on behalf of the business community, of the way in which Sir Homi Mody and Mr. N. R. Sarker have handled the problems of the Supply and Commerce Departments? I am sorry, Sir, that their services are lost to the Government. They have shown that by appointing businessmen to hold charge of these great Departments the Government have only raised the prestige and efficiency of these Departments. If by appointing non-businessmen who have no knowledge and experience of commercial and industrial problems they find that these Departments are not as efficient and useful as they can well be, the Government have only to blame themselves for the consequences. As one representing the business community I am proud of the record of my business friends in the Viceroy's Council, and I have no doubt that the precedent thus created will be in the interests of the country.

In view of this, if I make a few observations I do so by way of friendly suggestions which I hope will have due consideration at the hands of the Honourable the Transport Member. We are told that large orders have been placed for wagons and engines, that some of these have been executed and others will be executed in the coming year. While we must be thankful for whatever help we can get in this way in maintaining and improving the railway service, we cannot ignore the fact that it would have been still more desirable if arrangements had been made to manufacture these wagons and engines in the country. We have a large number of trained technicians in the country now mostly employed in highly skilled war work; a steady flow of what are called Bevin boys is also organised. These and similar workers must be usefully occupied after the war in the interests of our industrial development. If we continue to send orders abroad for our wagons and engines, we shall never build up these industries. A beginning could have been made now when the orders were so large and the work to be done was on such a large scale as indicated by the figures given by the Honourable the Transport Member. It is no use telling us at this juncture in our history that the plans for the construction of locomotives will be taken in hand as soon as possible. What is required is the will and the determination to adopt that correct attitude in these matters which alone can make India industrially stronger and powerful and enable her to raise her standard of living. I have every hope that in spite of the difficulties

for carrying out these ideas which will perhaps be pointed out to me, the business members of the Viceroy's Council will not be failing in their duty and will work for the claims of Indian industrial advance at every reasonable opportunity. We have been so used to evasive replies from those who have been in power so far regarding the industrial advance of this country that we have become impatient to the point of discounting such replies. Let me say frankly that the business members of the Viceroy's Council owe it, to the public at large and to the business community in particular, to see that the outlook of the Government of India in these matters is thoroughly overhauled not only in words but also in practice.

Sir, I emphasise this point particularly because I am anxious to see that such opportunities, which are bound to arise hereafter both during the war and still more during the period of post-war reconstruction, are not missed. We have as you know large sterling assets accumulating to our credit. There is the danger of utilising these assets merely to patronise British industry irrespective of the need for further industrial development in this country. I want to guard against this great danger. I want a clear assurance from those in authority that nothing will be done by which the possibilities of India's industrial advance may be retarded, and that every opportunity to help such advance will be utilised. If we fail to take the natural opportunities which have arisen in this connection, we may repent for many years to come because industrial competition is bound to increase after the war.

Sir, the Honourable the Transport Member is lucky in being able to present large surpluses both for the current year and the year to come. He is however fully aware that this prosperity is illusory; it is mainly due to the payments made by the Defence Department for services rendered, and after the war these receipts must largely disappear. While these surpluses have made it possible for us to put the Depreciation Fund on a proper footing, those have also shown the need for a change in the existing convention by which the Railways have to contribute to the General Revenues. I have no objection to the temporary change which is proposed to be made in this connection by which the railway surplus will be distributed between the General Revenues and the Railways in the proportion of 3 to 1, but I hope a thorough examination of the whole question will be made as soon as circumstances permit so that railway finance may be on a more businesslike footing.

Sir, the Honourable the Transport Member has made a reference to the question of food supply and the special priority given to the movement of foodstuffs. I do not dispute the statement of the Honourable Member, but I do want to tell him that in spite of whatever steps that he may have taken the problem of food supply has remained acute in certain areas and particularly in Bombay, with which I am familiar. I maintain that something more radical needs to be done so that we need not have those intermittent periods of scarcity with which we are familiar in Bombay and an even flow of supplies may be assured from week to week. I have no doubt much more remains to be done to see that such difficulties do not recur. The public cannot be satisfied with the kind of assurance that the Honourable the Transport Member has given when it is not able to obtain the supplies to which it is used or even a reasonable percentage of it. The public must be taken into greater confidence and they should be in a position to know what exactly is being done to provide the necessary transport for this purpose. I hope the necessary co-ordination between the Food Department and the Transport authorities exists in practice, and I am sure the Honourable the Transport Member will not rest till he is personally satisfied that all is well in this most irritating of problems. I again congratulate the Honourable Member for being able to present such a surplus Budget before I take my seat.

THE HONOURABLE MR. R. H. PARKER (Bombay Chamber of Commerce) : Sir, I would like to join other Honourable Members in welcoming the Honourable Sir Edward Benthall here today. I remember that about 10 years ago I came to Delhi on a particular mission and the two things that impressed me most were the width of Sir Edward Benthall's back and the cussedness of a certain Government Department who refused to take due notice that Herr Hitler had come into power. I would like to go on from that to congratulate the Honourable the War Transport Member and the Chief Commissioner for Railways and the whole of their staff both on the services which have been rendered, which have been very great during the past year, and on the financial results of those services. During the last war it

[Mr. R. H. Parker]

seems to me—I was not here—but it seems to me that we did our best to ruin the finances of the Railways and that this war seems to have come along to rescue them from a plight from which they were emerging but had not emerged. One of the important things which we have to bear in mind—and the Honourable Sir Shantidas Askuran was wrong on this point—is depreciation. He says depreciation is in a satisfactory position. Does he remember that in 1924 when the new convention was passed, there was no depreciation at all, despite the fact that the assets were some Rs. 500 crores, most of which had depreciated a great deal? That depreciation, so far as I know, has never been made up.

THE HONOURABLE SIR SHANTIDAS ASKURAN: A little is better than nothing.

THE HONOURABLE MR. R. H. PARKER: It may be so. But going on to the question of depreciation, which I am sorry to say is rather a pet hobby of mine on which I have spoken for seven consecutive years without any great success, I would like to make two particular points. To start with, there can never be too much in the Depreciation Fund, unless you have underestimated the life of the plant. There is no question of a maximum figure. It can never be too much. Then, there is another point which is of great importance. The figure taken for the purposes of the Depreciation Fund at present is one-sixtieth of the capital at charge. That of course does not assume an equated life of 60 years, because part of the capital at charge is represented by what is of a non-wasting character, land and things like that, which do not deteriorate at all. On the other hand, probably if anything one-sixtieth is too little. Even if we assume that it was right when it was adopted, there are two aspects of the matter which now mean to my mind that it must be wrong; in other words, it must be too little. One of those reasons is that you are using your assets much more now than in normal times and therefore depreciation becomes greater. The other is that you have just had a series of what you might call unforeseeable accidents, cyclones and things like that, which also mean that you are almost certainly debiting to Depreciation Fund items which have not been provided for in the past. That means that you are running short of what you may require for other items in the future. I think that aspect of the matter requires careful consideration and may involve the necessity of some change in the allocation to be made next year. When you look at the expenditure items you realise how important the question of the rate of interest is. The largest item in the whole list of expenditure items is Rs. 27 crores in respect of interest on capital at charge. We are now borrowing at 3 per cent. If only we had borrowed at 3 per cent. in the past, that would have been reduced by something like Rs. 7 crores. That emphasises, I suggest, the importance of continuing to borrow at low rates. Then, on the other aspect of the convention, apart from depreciation, the Honourable Member is adopting a 75 : 25 basis, 3 to 1. I drafted a scheme on that basis in 1937, but the people for whom I drafted it told me that I was giving too much to General Revenues and they thought it ought to be 50 : 50. I think perhaps after the war that would be a sound suggestion to consider. I think the peace aspect—which I hope will come in the comparatively near future but perhaps it will not come very soon—of railway finance should be almost the opposite of the war aspect. That is, I think, your objective should be not to make large profits out of the Railways, but to reduce charges as far as possible and only to meet expenses, including interest, depreciation, and so on. Basically, fundamentally, it is sounder to reduce your transport charges to a rock bottom basis. Then, I strongly approve of the proposal to allocate a large sum of money for grain supplies to the staff. That is an extremely sound plan and working it with the present dearness allowance should produce satisfactory results. I myself would commend this point of view to a number of Provincial Governments who do not hold it, I believe. I think we had a magnificent demonstration in many parts of the country of the loyalty of the railway staff in difficult times and this demonstration, I suggest, gives us considerable confidence in looking forward to any other experience which we may have the misfortune of having during this war. One Honourable Member thought that it was a pity to have 12½ per cent. higher charge on small parcels of grains. I think really it is a mistake to make that criticism in time of

war. I would agree with him probably in time of peace. In time of war what is of absolute importance is the proper and maximum use of your wagons.

THE HONOURABLE SIR A. P. PATRO : Scarcity of food.

THE HONOURABLE MR. R. H. PARKER : That is one point. He also referred to the failure of the Government Departments, the Supply Department and the Defence Department, to clear their wagons quickly. In Germany their method is to empty the whole lot out the moment the train arrives regardless of whether the consignee is there or not. If he does not turn up within 24 hours, they confiscate the whole lot. That would not be much help where the Defence Department are consignees unfortunately.

I know that there is great preoccupation with the war. But there is one important aspect of communications which I think ought to receive very early attention with a view to being ready to deal with it as soon as peace comes, and that is the general question of how far we must add to our communications to enable the villages—my friend Sir A. P. Patro will be with me on this I feel sure—to have communications with the Railways. I think we need a tremendous number of feeder roads over the whole country leading to the main roads and to the Railways and I hope that it may be possible to set up some sort of an organisation which will prepare the plans for that purpose, so that when the war ends we may have some use for all these military drivers who will come back and we may be able to give some work for those who would build the roads.

THE HONOURABLE LT.-COL. SIR HISSAMUDDIN BAHADUR (Nominated Non-Official) : Mr. President, Sir, I rise to congratulate the Honourable Sir Leonard Wilson, Chief Commissioner for Railways, for his lucid speech and splendid war-time Budget.

The Railway finances show a remarkable achievement. The Budget reveals unparalleled activity and greater fortune. For the current year the surplus now forecast is Rs. 36.28 crores (an improvement of Rs. 8.33 crores on the original estimates); for 1943-44 a surplus of Rs. 36.04 crores is expected and there is likely to be no change in fares and freights. The running of 400 special trains every month and 15 million tons of military traffic did make a substantial contribution; coupled of course with the excellent management exhibited by the Railway authorities.

The country can legitimately congratulate itself that the railway system has so well stood an unparalleled strain and that all essential traffic was moved during the year despite prolonged interruptions by almost unprecedented floods; storms and a period of widespread sabotage. The income would have still been greater if these impediments were not in the way.

India should be proud of her railwaymen who have carried on and shall *Inshalla* carry on despite many difficulties. Dutiful railwaymen stuck to their jobs and posts despite violent outrages, acts of ruthless and malicious sabotage meaning to hamper communications and create hardships to the very countrymen.

The speech bears interesting evidence of firm resolve to obtain and maintain rolling stock, wagons and locomotives; to speed up traffic and to set up either during or soon after the war a Locomotive Construction Shop in India. The necessity of having more rolling stock—especially upper class compartments need hardly be stressed as great difficulty is being experienced by the upper class passengers for want of adequate accommodation. The 3rd class compartments are packed like sardines and 1st and 2nd class like the matchbox. 1st and 2nd class ladies compartments are inadequate. I do hope and request the Honourable Member for Railways that he should pay his serious and due consideration to the imperative need of the upper class passengers. Also the food question for passengers require a lot of improvement on the G.I.P.R.

I would just like to say a few words about the political aspect of the sabotage as mention has been made about it in the speech of the Honourable the Chief Commissioner for Railways. For the past many years India has been developing and advancing step by step towards self-government; and there is no doubt that according to the progress His Majesty's Government were giving due share in the administration of the country—which is evident that 11 Members of His Excellency the Viceroy's Council are Indians. Moreover, I may mention that the responsible

[Lt.-Col. Sir Hissamuddin Bahadur.]

British statesmen and His Imperial Majesty the King Emperor have proclaimed so candidly that after the war India will get freedom if the various communities could settle their differences among themselves.

I must say that Mahatma Gandhi is a great man and has done a lot of good for the country but it is very hard to blame the authorities for his detention in Aga Khan's Palace, with all the necessary facilities he enjoys. The leaders go to the jails with all the facilities and leave the rest to victimise and do harm to the peaceful citizens, burn the property, public post offices, police and railway stations. I really can't see why the All-India Leaders' Conference and other organisations are striving for the unconditional release of Mr. Gandhi—there is a catch in it; the motive is to hold their own in future?

The history bears testimony that violence resulted from non-violence and the poor suffer the most. From the casualty lists pertaining to the loss connected with the acts of sabotage can you find the name of any responsible Congressmen, who engineer all these violent acts, having been wounded or even touched? Have they done anything for the prosecution of the war?

The question of breaking the fast entirely rests with the Mahatma and it will be in the fitness of things if he can be prevailed upon to break the self-imposed fast, which is really dangerous to his own life.

I am sorry to have diverted towards political aspects in the speech but I was prompted to do so because of the outrages and acts of sabotage.

I once again congratulate the Honourable Sir Leonard Wilson for the very promising wartime Budget and support the Motion.

THE HONOURABLE THE PRESIDENT: Does any other Honourable Member desire to speak?

HONOURABLE MEMBERS: No.

THE HONOURABLE THE PRESIDENT: Honourable Members, before I call upon the Transport Member to reply to the debate, I wish cordially and whole-heartedly to associate myself with the kind sentiments expressed by some of the Honourable Members and the tribute paid by you to our worthy old colleague Sir Edward Benthall. (*Applause.*)

When I first heard of his appointment to this Honourable post I was exceedingly pleased and knew most confidently that he was the right man in the right place and that the Government of India had selected a gentleman of great ability and talent who had rendered valuable services not only in Bengal but in this Council of State about 10 years ago and during my own presidency of the Chair. We hope during the time he is our colleague here, in a different capacity, he will render the same kind of good services to his country and to India in the great position in which he is placed and in a larger sphere of activities.

With these words I will call upon the Honourable Sir Edward Benthall to reply to the debate.

THE HONOURABLE SIR EDWARD BENTHALL (War Transport Member): Sir, I cannot tell you how touched I am by the tribute which you and other members of the House have paid to me on my return to this House after 10 years' absence. I can assure you, Sir, and the members of the House, that it is a very great pleasure indeed to be back on these Benches. When I sat here before, it of course never entered my head that I should ever be answering for the Government from these front Benches. Mr. Parker referred to those days and to the broadness of my back. I was afraid he was going to refer to developments in other directions. But I can assure you, Sir, that in these difficult days broadness of the back is for those sitting on these Benches an advantage and it is certainly sometimes pleasanter to remember the airier freedom of the non-Government Benches.

The House has been very kind in its congratulations to the Railway Department. On behalf of Sir Leonard Wilson and myself I can assure you that we appreciate the words which you have spoken but on my own behalf I should like to add that the work of the Railway Department is carried on not by me but by Sir Leonard Wilson. I am only a mouthpiece. He is, in the words of the Honourable Mr. Hossain Imam, the glamour girl. It is he who carries the burdens of the Department on his shoulders and I can assure you that there is nothing meretricious about his work.

I should like also to pay an additional tribute to the staff of the Railways, additional to that which I have paid in my Budget speech. It is, of course, a fact that their anxieties during wartime are very great, infinitely greater than in peacetime. To keep the Railways going at the necessary tempo to meet the war demand requires a constant effort which it is not easy to maintain, especially when you are in the fourth year of the war and general war-weariness overtakes people.

It needs a constant effort on the part of the staff to keep the tempo of the Railways going with the steadiness which is necessary; and I hope the House will sometimes remember this when they have instances of what appears to them to be slow running or other deficiencies on the part of Railways.

Several Members have mentioned the importance of transport in relation to foodstuffs. The Honourable Member Sir A. P. Patro and Mr. Hossain Imam and others mentioned the question of the rates on small consignments of foodgrains. One speaker, the Honourable Sir A. P. Patro, gave the impression—I may have been wrong—that he thought that this charge was being imposed this year. It is not; it is a charge which was imposed last year, and no new charge of that sort is being imposed at all this year. The need for it was, of course, the necessity of seeing that wagons do not move without a full load. We have to balance the convenience of the small consignor with that necessity. At times like this, when it is most important to see that there is no waste of traffic at all, it is essential that the Railways should always endeavour to see that every wagon leaves with its full load. It is because in fact the average wagon-load of broad gauge wagons has risen from 12.9 to about 14.6 tons, that we have been able to move so large a tonnage as we have been able to do, although the actual wagon loadings have been less than last year. This charge on small consignments of food is one of the factors which has enabled us to do that. I appreciate, of course, that it does mean some hardship to the small consignor. But the actual position is, according to the new rules, that the benefit of special rates with a minimum weight condition extends to different consignments of the same commodity up to a maximum of four consignments per four-wheel wagon—six consignments per six-wheel wagon—or eight consignments per bogie wagon, from the same centre or different centres to the same centre or different centres, booked on the same date from the same station to the same destination in the same wagon.

THE HONOURABLE SIR A. P. PATRO: The benefit should go to the actual producer, the cultivator, instead of to the middleman.

THE HONOURABLE SIR EDWARD BENTHALL: With due respect to the Honourable Member, I think it is impossible to discriminate between one class of consignor and another.

THE HONOURABLE SIR SHANTIDAS ASKURAN: And generally farmers do not consign their produce: it is the middleman who does it.

THE HONOURABLE SIR A. P. PATRO: But we want to eliminate the middleman.

THE HONOURABLE SIR EDWARD BENTHALL: That is another matter.

But I should certainly have been more impressed with the burden which the charge is said to impose upon the producer if the prices of agricultural produce had remained somewhat lower. I would contrast the rise in railway rates, which is some 6½ per cent. overall, with the rise which has taken place in the price of the produce of the agriculturist. In the case of wheat, we have seen the price per maund rise from Rs. 5 to over Rs. 10 and Rs. 12 in the last month or two. And the extra charge which the Railways impose on foodgrains comes to something like one anna per 370 miles per maund. It is an extremely small charge compared with the rise in the price of agricultural produce.

THE HONOURABLE SIR A. P. PATRO: If it is so small, why impose it at all?

THE HONOURABLE SIR EDWARD BENTHALL: It has had some effect in giving us the full wagons which are so essential; and if it has done that, it has helped towards increasing the war effort.

Then, Sir, the same Honourable Member referred to dismantlement of branch lines. I need not tell the House, who have had the subject before them on previous occasions, that this of course is purely a war necessity. The Honourable Sir A. P. Patro mentioned the hardships to the local people who are affected by the removal of these branch lines. We, of course, took that into account when decisions

[Sir Edward Benthall.]

were made. But I would remind the House also that not all these branch lines were paying concerns. In asking that those lines should be replaced the moment the war is over, the Honourable Member is rather assuming that those lines should be replaced whether they were run at a profit or at a loss. I would only say two things in this connection : first, that when the dismantlement of the lines was considered, all these factors were carefully taken into account particularly the hardship to the local inhabitants and the possibility of replacing the use of the railway by local roads. In some cases the former railway line was made available to the local authorities for conversion into a road surface. Each of these projects was considered on its merits ; and when it comes to the question of replacing them, each of them will again be considered on its merits. The second point I wish to make in that connection is that, so far as we can see at the moment, there are not likely to be any further dismantlements in the near future. Of course if the war situation necessitates, we must reserve discretion to do so.

THE HONOURABLE SIR A. P. PATRO : You are encouraging road traffic competition now.

THE HONOURABLE SIR EDWARD BENTHALL : Most certainly, Sir. During wartime we are doing our utmost to throw traffic off the Railways on to the roads, on to the river steamers, on to bullock carts—on to anything else available. The question of road-rail competition which existed before the war is now dead. The only thing which concerns us at the moment is to get the traffic carried by whatever means available.

THE HONOURABLE SIR SHANTIDAS ASKURAN : Not to oblige them, but for convenience.

THE HONOURABLE SIR EDWARD BENTHALL : Yes, for convenience.

Then, Sir, several Honourable Members have mentioned the question of the development of the locomotive and other railway industries. The first point which I should like to clear up is the question of the construction of rolling stock. I thought I had made it clear in my Budget speech that wagons are being built in this country. All the wagons which are in the programme which I mentioned in my speech are being constructed in this country, and, very largely, of Indian materials.

THE HONOURABLE SIR SHANTIDAS ASKURAN : Am I right in saying that an order for 4,000 wagons has been given to foreign countries ?

THE HONOURABLE SIR EDWARD BENTHALL : No, Sir, not on behalf of the Railway Board. All the Railway Board's wagons are being constructed in this country.

Then, as regards the question of locomotive building in India, I took the opportunity of my Budget speech, to make it clear that the policy of building locomotives as soon as possible in India has been decided. That is no longer the question : the question is how soon can we get locomotives under construction. And I think I may take the opportunity of telling the House exactly how that matter stands today. My Honourable friend accused Government of giving evasive replies. I do not want any accusation of that sort to be flung against Government on account of their locomotive construction policy. The position is that before the war, the Humphreys-Srinivasan Committee reported on the scheme for the construction of locomotive workshops. It had, I understand, been more or less decided to proceed with the scheme when the war broke out. When the war broke out, vital decisions had to be made and one of the most vital was how munitions could be made quickest for the defence of this country. It was decided—and I think perfectly rightly at that juncture—to turn over the workshops which had been more or less earmarked for locomotives to munitions. That was done and in consequence the locomotive scheme had to be put into abeyance for the time being. The output of munitions from those workshops which were earmarked for the construction of locomotives has proved invaluable to this country during the last two or three years. The output of those workshops comprises some of the most important articles in the whole gamut of munitions. A time came, particularly after Japan entered into the war, when it became obvious that India was going to play an increasingly important part in the war and that transport in India was going to play an increasingly important part. The need for wagons and locomotives became more urgent, and we had to decide how best and how quickest we

could get those wagons and locomotives. The wagon orders were placed in India and the locomotive orders were placed abroad with America, largely because it seems that it is from America that we can get these locomotives quickest and we want them quickly. As regards the projected locomotive shops, they are, as I have said, working on munitions today. If we are to turn them over to locomotives, we have first of all to consider where those munitions can be made. They must be made. That entails setting up tomorrow, new, very large scale workshops to make those munitions. That in turn involves importing a very large amount of plant, including power plant, from overseas, as well as the use of a great deal of steel and other materials in this country. Secondly, we have to make certain that we have got the best design for a modern locomotive workshop. It is not much good setting up a makeshift concern. When setting up a locomotive workshop, we want it to be of the best design in the world. Thirdly, we have to get the plant and machinery for these works. That is bound to take time. What we have done is to instruct the Railway Board's Consulting Engineers to take up the question with America and the United Kingdom and find out what is the best and most modern layout for a locomotive workshop, to produce the blue prints and to get out the estimates and the designs and delivery dates of the machinery which is required to make this a really up-to-date workshop. That work is in hand and has been in hand for some months. When we get those reports, when we have the layout, utilising, of course, the existing shops as far as possible, and when we find out when the plant and machinery can be delivered, then we must come to a final decision whether it is worth while sacrificing the munitions capacity and placing that in a brand new workshop elsewhere or whether we should do better to go on getting our locomotives from abroad with the good offices of the United States and Canada during the war and after seeing that everything is ready in good time, to proceed with a locomotive workshop the moment the war is over. That decision has yet to be made and I am sure the House will appreciate exactly how we stand and exactly the considerations which will influence the final decision.

One Honourable Member referred to the question of working expenditure. I think it was the Honourable Mr. Hossain Imam. He said that our working expenditure this year was likely to be higher than the gross income, even including the Depreciation Fund, in the days of lesser prosperity. I have looked at the figures that have been available to me and I cannot find that that statement is correct.

THE HONOURABLE MR. HOSSAIN IMAM : Page 26 of the Explanatory Memorandum.

THE HONOURABLE SIR EDWARD BENTHALL : The figures I was looking at are on the frontispiece. They show that Rs. 89 crores is about the lowest gross traffic receipts which we have experienced in recent years, in 1932-33, and our expenses are still far below that. But I think that what the Honourable Member really wanted to emphasise was that just because times were prosperous, we should not allow economy to be forgotten.

THE HONOURABLE MR. HOSSAIN IMAM : Yes.

THE HONOURABLE SIR EDWARD BENTHALL : That is very much present in our minds. But we have to increase our price for coal on account of the market rise ; we have to meet expenses such as A.R.P. if the necessity arises, and, above all, we have to make provision for our staff. That is an inescapable expenditure which, I am certain, the House does not wish to shirk.

On the question of dearness allowance and amenities and relief for the staff, I think the House is in general agreement with what has been said in the Budget speeches and I do not think that I need add anything to what I have said in another place and on other public platforms. We have made a frank recognition of the services of the staff and we are very sensible of our duty to take care of their interests.

Sir, of all the subjects which have been raised by members of this House, there appeared to be one particularly concerning which the member who spoke felt most strongly. I refer, Sir, to the Honourable Sir A. P. Patro's vehement condemnation of the sanitary conditions at Waltair. In his opinion, Sir, speaking as an expert, the subject needs ventilation. After his description I am inclined to agree with him. Sir, I was down at Waltair not long ago, I spent a day there and in the neighbouring port, and I heard no such complaints. But coming from such an authority as Sir A. P. Patro, I can promise that this will be looked into. Another speaker

[Sir Edward Benthall.]

mentioned that there was no equality of sacrifice as between passengers on the different lines. I can assure the Honourable Member that the decisions about the cutting of passenger services are not capricious. Services are not cut, as he indicated, to penalise the local inhabitants of any particular area. The reason why there is not equality of sacrifice is that there is not equality of pressure. It is quite true, as the Honourable Member says, that the E.I.R. has had a bigger cut in its passenger services than other Railways. It is a bigger cut than on the N.W.R. But the reason for it is clear, that on the E.I.R. we have one of the greatest pressures of traffic, largely due to the fact that the industrial areas, the coalfields, and so forth, lie on the E.I.R. It is certainly there that we are finding the greatest pressure of traffic at the moment and that is the reason that passengers must suffer. I would have suggested that he ought to take comfort from that. I would have suggested that he ought to be proud that he and those in that area were making the greatest war sacrifice. But, Sir, he took the words out of my mouth when he said that he found no satisfaction in that way. Nevertheless, that is the truth, that is the reason why passenger services have been cut and I would ask my Honourable friend to be patient. There is no other reason why the E.I.R. areas are suffering and it is not our wish, if it were not a necessity, that those passenger services should be restricted.

The Honourable Mr. Parker spoke of the road-rail problem. I would like to assure him that I and the Railway Board are very conscious of the necessity of developing the country and of the other problems which we shall have to face after the war. It is, I agree, necessary that we should give our minds to the study of this problem. But, Sir, our minds are extremely fully occupied, it is a very large problem indeed and it is extremely difficult in wartime with the number of immediate problems which face us to reach conclusions about or to be able to give our minds to this exceedingly important subject. I understand, Sir, that it is likely to be the subject of a cut motion in another place, so that here I could only assure the House that in spite of the pressure of war we will, so far as the Railway Department is concerned, do our best to give this matter our most sincere attention. But of course it also concerns the Department of my Honourable colleague the Leader of the House.

Finally, Sir, on the subject of the financial policy, on the whole I understand that the speakers in the House are in sympathy with our endeavours to systematise railway finance. Some members have spoken of the necessity of building up a Reserve Fund. Some members have emphasised the necessity for the Depreciation Fund. Others have emphasised the necessity of seeing that the taxpayer does not unduly suffer. We have had all these points in view in putting forward our proposals. I feel myself that although the Depreciation Fund ought—I think it was Mr. Parker who also said that—to be at a higher figure than it is likely to stand in a year's time, nevertheless I feel that considering the state of that Fund and of general reserves only three or four years ago, the advance we have made has been remarkable and most satisfactory. I should like it, speaking as a Member in charge of Railways, to be still larger but we have to consider the general taxpayer and I think that the balance which we have struck is fair to both parties.

I think it was again Mr. Parker who said that there should be a fairer distribution than 75 : 25 between General Revenues and railway reserves and that next year it would be more suitable—

THE HONOURABLE MR. R. H. PARKER : I really meant that for the post-war period, not for the war period.

THE HONOURABLE SIR EDWARD BENTHALL : I think I have made it perfectly clear that while we have agreed to 75 to General Revenues and 25 per cent. to Railway Revenues next year, we do not necessarily agree that that should be a standard division, 3 to 1. On the contrary I have emphasised that I thought that at all times we should allocate at least Rs. 8 crores to railway reserves, apart from depreciation, and so when we pass on to the post-war division, I would be inclined not to base it on any percentage of that sort (though 50 : 50 may be perfectly sound), but to base it on financial principles—

THE HONOURABLE SIR A. P. PATRO : General necessities.

THE HONOURABLE SIR EDWARD BENTHALL: General necessities, if the Honourable Member wishes it. And that is one of the reasons why I mentioned the figure of Rs. 8 crores, because I have the feeling that the Railways should be in a position to lay aside each year Rs. 8 crores for amortisation, betterment or whatever reserve may be decided upon. Rs. 8 crores is in my view the minimum.

I think, Sir, that covers most of the points which Honourable Members have made. The decision to abolish that portion of the convention of 1924 relating to the division of the surplus is an important one. It is so important that in spite of the fact that more than one member has urged that we should take up the revision of this convention at the earliest possible moment, we feel that the Legislature and the public should have time to consider the implications of a new convention. That is why we have not proposed the immediate revision either of the particular financial clauses or of the convention as a whole. But, Sir, as I have said elsewhere, I firmly believe that the principles we have adopted and the proposals which we have made are sound finance and as such I am convinced that they will receive the blessings of this House. (*Applause.*)

STANDING COMMITTEE FOR THE DEPARTMENT OF INFORMATION AND BROADCASTING.

THE HONOURABLE THE PRESIDENT: With reference to the announcement made by me on the 15th February, 1943, regarding nominations to the Standing Committee to advise on subjects in the Department of Information and Broadcasting, I have to announce that the following Honourable Members have been nominated for election to that Committee :—

1. The Honourable Mr. Hossain Imam.
2. The Honourable Rai Bahadur Sri Narain Mahtha.

There are two candidates for two seats and I declare them duly elected.

DEATH OF SIR JAMES TAYLOR.

THE HONOURABLE THE PRESIDENT: Honourable Members, there is another matter to which I refer with deep sorrow. You must have heard of the sudden and untimely death of a distinguished member of this Council many years ago, Sir James Taylor, the Governor of the Reserve Bank of India. Sir James was here only ten days ago and on his way back to Bombay contracted chill and pneumonia. His death is a great loss to the country. Sir James was a member of this Council for some time and during that time we all not only admired him but loved him on account of his sobriety of views, his unique courtesy and the manner in which he used to behave towards the members of this House. He rendered very valuable services to Government. In the first instance, he served for most of his lifetime in the Currency Department of the Government of India before the Reserve Bank was established and in that capacity he rendered very valuable services and his speeches sometimes even in this Council were illuminated by his vast and considerable experience of the financial matters of the Government of India.

I am very sorry that I have to bring this matter to the notice of the House. Many of you members perhaps do not remember him—very few old members here will remember him—as a member of this Council but I assure you that he was a distinguished and a very useful member of this Council and rendered valuable services both to Government and to the Council. He was the man who was able, as all the financial magnates of Bombay and Calcutta will admit, to keep down the bank rate of the Reserve Bank for about three years during the period of the war at a low level and if you remember what was the bank rate during the last war you will realise the exceedingly valuable service rendered by him to this country.

Honourable Members, I believe it is your wish that I should communicate our great sorrow to his wife and son, both of whom are in England now.

THE HONOURABLE SIR MAHOMED USMAN (Leader of the House): Sir, the country has suffered a very great loss by the sudden and untimely death of Sir James Taylor. I associate myself with you that our expression of great sorrow be conveyed to the members of his family.

THE HONOURABLE MR. HOSSAIN IMAM (Bihar and Orissa : Muhammadan) : I also wish to associate myself with what you have said, Sir, about the late Sir James Taylor. I had the privilege of working with him and we all remember his courtesy and gentlemanliness.

THE HONOURABLE MR. R. H. PARKER (Bombay Chamber of Commerce) : I also associate myself with what you have said about the late Sir James Taylor.

THE HONOURABLE SIR SHANTIDAS ASKURAN (Bombay : Non-Muhammadan) : I also associate, Sir.

THE HONOURABLE RAJA CHARANJIT SINGH (Nominated Non-Official) : I also wish to associate with you, Sir.

The Council then adjourned till Eleven of the Clock on Tuesday, the 24th February, 1943.