

Wednesday, 16th February, 1944

# COUNCIL OF STATE DEBATES

(OFFICIAL REPORT)

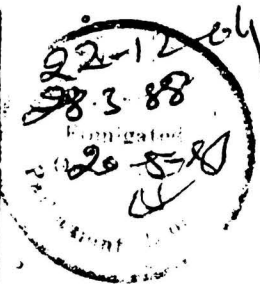
VOLUME I, 1944

*(15th February to 6th April, 1944)*

## SIXTEENTH SESSION

OF THE

## FOURTH COUNCIL OF STATE, 1944



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1944

# Council of State

## *President :*

THE HON. SIR MANECKJI DADABHOY, K.C.S.I., K.C.I.E., LL.D., BAR.-AT-LAW.

## *Panel of Chairmen :*

THE HON. SIR DAVID DEVADOSS.

THE HON. MR. M. N. DALAL.

THE HON. MR. V. V. KALIKAR.

THE HON. SAYYED MOHAMED PADSHAH SAHIB BAHADUR.

## *Secretary :*

THE HON. MR. SHAVAK A. LAL, C.I.E.

## *Committee on Petitions :*

THE HON. RAJA CHARANJIT SINGH, *Chairman*.

THE HON. PANDIT HIRDAY NATH KUNZRU.

THE HON. SRI RAMUNNI MENON.

THE HON. HAJI SYED MUHAMMAD HUSAIN.

THE HON. MR. CHIDAMBARAM CHETTIYAR.

} *Members.*

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# COUNCIL OF STATE

Wednesday, 16th February, 1944.

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

## QUESTIONS AND ANSWERS.

### NUMBER OF I.M.S. OFFICERS EMPLOYED ON RECRUITING DUTY.

1. THE HONOURABLE MR. V. V. KALIKAR: (a) Will Government state the number of regular officers of the I. M. S. still employed on recruiting duty?

(b) How many such officers are of "A" category and have got less than eight years of service?

(c) Is it a fact that one such officer of "A" category with only eight years of service has been kept for nearly 5 years at one place, in recruiting?

(d) Will Government consider the advisability of sending such junior officer to get experience of active service and appoint officers of "B" and "C" categories only for such duties?

HIS EXCELLENCY THE COMMANDER-IN-CHIEF: (a) One.

(b) The officer in (a) above is of Category "A" and has eight years and two months' service.

(c) Yes, the officer referred to in reply to (a) has been in one place since 1939.

(d) The accepted policy is to use low category medical officers for recruiting duties wherever possible.

### SALE OF RECORDS OF THE RAILWAY CLEARING ACCOUNTS OFFICE, DELHI.

2. THE HONOURABLE MR. V. V. KALIKAR: (a) Is it a fact that certain records of the Railway Clearing Accounts Office, Delhi, were sold by a clerk early last year and the said clerk was discharged as a result thereof?

(b) Is it also a fact that another clerk similarly sold the office records last year as a result of which he too was discharged and after his discharge he stabbed the Head Clerk of the Office?

(c) Will Government state whether it is a fact that even now files and documents are missing from the Railway Clearing Accounts Office, Delhi?

(d) If the reply to part (c) above be in the affirmative, will Government state the number of such files and documents?

THE HONOURABLE SIR LEONARD WILSON: (a) Yes. The clerk was dismissed.

(b) The clerk referred to was discharged not for selling records but for other reasons.

(c) and (d) No. There are no cases pending of thefts of files and documents in the office.

### INDIAN CYCLE INDUSTRY.

3. THE HONOURABLE RAI BAHADUR SRI NARAYAN MAHTHA: Will Government state:—

(a) Whether they have come across a statement issued to the press by the President of the Cycle Manufacturers' Association which met in Bombay during October last that the cycle factories established in India are capable of meeting the country's demand, for civil or military purposes fully, so far as both quality and quantity are concerned?

(b) Whether they are aware of the fact that the Indian factories are unable to work to their full productive capacity for want of the necessary facilities, including an adequate supply of raw materials?

(c) Why it is that increased imports of bicycles among other articles are being arranged despite the shortage of shipping space and little or nothing is being done to help production within the country itself?

THE HONOURABLE MR. M. S. A. HYDARI: (a) No.

(b) Government of India have given such facilities as it was in their power to give.

(c) The indigenous production of bicycles is not sufficient to meet the whole Indian demand, and therefore some imports are necessary. All assistance possible in these times is being given to increase production.

THE HONOURABLE RAI BAHADUR SRI NARAIN MAHTHA: With reference to the answer to part (b), Sir, may I know what are the special facilities which the Government of India have given with regard to the import of raw materials during the last one year?

THE HONOURABLE MR. M. S. A. HYDARI: I will let the Honorable Member have a statement, Sir.

THE HONOURABLE MR. HOSSAIN IMAM: Will Government state if they placed any orders for Indian cycles with these firms?

THE HONOURABLE MR. M. S. A. HYDARI: I can give no information off-hand about this, Sir.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU: How many cycles have been imported during the last three months?

THE HONOURABLE MR. M. S. A. HYDARI: I have no figures available.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU: Have Government considered the question that the imported cycles should not be so many in number as to interfere with production in India?

THE HONOURABLE MR. M. S. A. HYDARI: Well, Sir, I think if I give a few figures they will answer my Honourable friend's question. The consumption during the war in India, both for civil and military purposes, is two lakhs of cycles a year. The potential capacity, not the actual capacity of Indian firms, at a very liberal estimate is one lakh cycles a year, and there has been nothing like the import of a lakh of cycles during the year.

THE HONOURABLE RAI BAHADUR SRI NARAIN MAHTHA: I have just one more question, Sir. With regard to (a) I asked whether Government had come across the statement to which I have referred? This question was sent during the last session and the statement was made by as important a person as the President of the Cycle Manufacturers' Association. It is reasonable to say that Government have not seen the statement?

THE HONOURABLE THE PRESIDENT: That is your argument. What is your question?

THE HONOURABLE RAI BAHADUR SRI NARAIN MAHTHA: My question is: How is the Department being run without being aware of such an important statement like that?

THE HONOURABLE THE PRESIDENT: The Honorable Member refuses to answer.

#### WAR SITUATION.

4. THE HONOURABLE RAJA YUVERAJ DUTTA SINGH: Will Government make a statement on the War situation, and the part played by Indian troops in different theatres, since the statement was last made on the floor of this House?

HIS EXCELLENCY THE COMMANDER-IN-CHIEF: Sir, I lay a statement on the table.

In regard to the general war situation it has been announced that the Prime Minister will shortly be making a full statement to the House of Commons and I need only draw the attention of Honourable Members to the fact that while, in the face of ferocious fighting, the ring draws tighter round Germany in Europe as a preliminary to even greater events, pressure by the United Nations is also being brought to bear on the Japanese, both in the Pacific, and in what is more or less our own theatres of war. The United Nations continue to dominate the situation at sea, in the Atlantic, the Mediterranean and the North Sea. The strategic air offensive in Europe against Germany's home front not only persists but continues to grow by day and night. On land, Russia's remarkable offensive effort has not flagged and the Germans are steadily being evicted from Soviet soil. Meanwhile some of the fiercest fighting of the war is now proceeding as the key battle of the whole Italian campaign is joined.

In that Italian campaign, conducted by General Alexander with the Fifth and Eighth Armies, we have a particular interest. Troops from this country have, as in North Africa, played a conspicuous part in the drive Northwards and another Indian Division has come to the fore in battle. This, the Eighth Indian Division, is like the Fourth and Fifth Indian Divisions, truly representative of the Army in India. It was formed over three years ago and some of its Units, including two of the British Field Artillery Regiments, saw action in North Africa; other of the regular Indian Units had previously fought on the North West frontier. It is composed, like other Indian Divisions, of an element of British as well as Indian troops (a third of the Infantry is provided by British battalions), as also in this particular case the majority of the artillery. In addition there are British signallers but all the engineers are Indian as also the Field Ambulance, the Ordnance, and the Service Corps.

Indian Army Units include Gurkhas, Mahrattas, Sikhs; Mussalmans, Dogras and Jats from the Punjab; Pathans and Madrassis, while there are many others from all parts of India among the administrative personnel.

The team work involved in the Battle of Italy is remarkable. There are the Americans and the British, the French, and troops from French North Africa. At one time, during the Sangro battle, one of the Brigades of the Eighth Indian Division was temporarily under command of a New Zealand formation and received a special work of appreciation for its assistance from Lt.-General Freyberg. In that and other battles, British and Canadian tanks have supported the Eighth Indian Division in action and in one instance artillery assistance was provided by gunners from Newfoundland.

After many months of training and routine work in Iraq, Persia, and the Middle East, the Eighth Indian Division came into the line towards the end of October and has been fighting almost continuously ever since. Much of the fighting has been extremely heavy but the keenness and discipline of the troops have never diminished. Lieut. General Sir Edwin Morris, Chief of my General Staff has just paid them a flying visit and brought me a glowing report of the Division's high morale and spirits.

Initially the Division took over the Lorino sector. Crossing the River Biferno was its first offensive job where it had only small enemy rear-guards to handle. The Division's Indian sappers, coping with equipment much heavier than they had previously handled, built their first bridge in Italy over the Biferno river. Early in November, after taking the villages of Montefalcon and Montemitro, they attacked another river position on the River Trigno where the Germans, having as usual blown up the bridge, were firmly entrenched on the hills beyond. In the stiff fighting this assault entailed, newly arrived Indian Mule Companies were of immense assistance. British and Indian troops of the Division launched an attack across the river on November 22nd. They had to advance down-hill over difficult country, filled with thorn and scrub within full view of the enemy, to the river bed and up some 2,000 feet to hill tops where crack German para-troopers lay in wait. Both battalions crossed the river and took their objectives after particularly heavy fighting. A particularly bitter struggle then took place for possession of the village of Tuffillo where the Germans staged one of their desperate house to house stands. Another Indian battalion crossed the river next day, capturing heights on the right flank, with the result that Tuffillo and another village fell in the next 48 hours and were graves for a large number of the enemy. Three other places were occupied in quick succession.

After the crossing of the Trigno River one of the Indian Brigades moved out to undertake a separate role under command of 78th Division and worked its way South from Vasto to capture Atesa and reach the approaches to the Sangro River. At Atesa the Gurkhas went into action and routed the enemy in hand to hand fighting. The Division then moved up to the Sangro River where the German winter line offered no alternative to a frontal attack. Here, the Eighth Indian Division had the honour of leading the Eighth Army's main assault. The Division succeeded in breaking into the village of Mozzagrogna, the key point of the whole German defence system. Appalling weather and a spate in the river, however, threatened to neutralise this initial success but meanwhile one Indian Brigade under command of the New Zealanders moved from Atesa, took the town of Perano and crossed the Sangro. The Germans threw in everything they could spare to foil the Punjabis and the British unit which made this crossing. The river rose some 4 feet behind our troops, cutting off supplies, but the battalions held their ground and after a tense struggle managed to establish themselves firmly on high ground. The attack then proceeded around Mozzagrogna with Gurkhas and British troops in the van. Here the bridge across the river was within full view of the enemy and under constant gunfire.

On November 27th, supported by tanks, Gurkha and British troops fought their way into the village of Mozzagrogna. The Gurkhas were counter-attacked by the enemy using heavy tanks and flame throwers but they kept at it. German infantry resisted until their ammunition was exhausted then the struggle went on with kukri and bayonet. Our own tanks, owing to an anti-tank obstacle, were unable to get into the village to take on the German armour and the British unit insisted on extricating the Gurkhas from their position. Another battalion of the Division, supported by sappers, attacked again the next night and succeeded finally in driving the exhausted Germans from their collars and dugouts in a grim battle of hide and seek while the Gurkhas cleaned out the far side of the town. British troops meanwhile went on and rushed the village of Romagnoli. For this outstanding piece of work the Division received a special message of congratulation from General Montgomery. The Mahrattas now attacked Reddicopi ridge and with the aid of tanks took the position, despite a maze of underground dugout defences, some of which were 20 feet deep. When the Punjabis, going through the Mahrattas, reached Lanciano the German winter line was broken.

It had been anticipated that the enemy would then make a stand on the Pescara River but in fact he brought two new Divisions into the line and decided to hold on the Moro. Originally the Eighth Indian Division's task was to hold a firm line while Canadian and New Zealand troops pushed through but, in consequence of the German stand, the Division had to take a hand. Indian Sappers built what was known officially as the "Impossible Bridge" between precipitous banks with narrow approaches. Crossing this and therefrom biting off little chunks of enemy held territory each night our troops managed to extend the bridgehead and to cut the lateral road between Ortona and Orsogna at three places.

That, together with some useful and plucky efforts by the Divisional Reconnaissance Regiment, aims up the splendid work of the Eighth Indian Division in Italy to the present moment. More will undoubtedly be heard of them.

Turning to the war against Japan we find the steady attrition of the enemy's Naval and merchant shipping by Allied sea and air power continuing steadily, while pressure over land in the Central and South West Pacific and in the South East Asia Command is steadily increasing in the air and on the ground.

On our own immediate front, the Allied Air Forces of Lord Louis Mountbatten's command, have, since I last spoke to you, greatly increased their coordinated offensive action in depth, weight and frequency. Of special interest to us is the fact that the Indian Air Force, in addition to continuing its hazardous and important reconnaissance work, is also in offensive action on the Arakan front with Vengeance Dive Bombers in support of the Fourteenth Army. The Allied Air Commander, Air Chief Marshal Sir Richard Peirse, tells me they are shaping well. The bulk of the Fourteenth Army, which I have no doubt will become as famous in its turn as the Commonwealth's Eighth Army, is drawn from the Indian Army. Its Commander, Lieut. General Slim, himself belongs to a Gurkha Regiment and has probably seen more varied fighting in the present war than any other Indian Army Commander. He commanded a Brigade of the Fifth Indian Division in the Sudan and Eritrea. He commanded the Tenth Indian Division which crossed from Baghdad and engaged the Vichy French in North Syria and then turned back on its tracks to drive into Persia and join up with the Russian Forces in 1941. From there General Slim went on to command a Corps in Burma under General Alexander and was an inspiration to everyone in that fighting withdrawal to the Indian border.

Today, the Fourteenth Army is fighting the enemy at every possible point on the Burma border. There is heavy fighting on the Arakan front. Elsewhere the fighting, though on a relatively small scale, is arduous and continuous. Typical of the spirit of our troops was the deed which won for Jemadar Gaje Ghale of the 5th Gurkhas the award by His Majesty of the Victoria Cross for exceptional gallantry in an action in the Chin Hills.

It is in recognition of the services rendered by personnel of the Indian Services during the present war that His Majesty the King Emperor recently approved the award to such personnel of certain British decorations. Personnel of the Indian Army have become eligible for the award of the Military Medal; personnel of the Royal Indian Navy for the Conspicuous Gallantry Medal and the Distinguished Service Medal and personnel of the Indian Air Force for the conspicuous Gallantry Medal, the Distinguished Flying Medal and the Air Force Medal.

Recently on the Arakan front, the enemy have reacted violently to the steady pressure against their forward positions. The Japanese patently hoped, and openly boasted, that they were about to repeat the events of last year on the Arakan when, late in the season, their flank attacks on our lines of communication forced a withdrawal. They put in their counter-attack in the left rear and flank of the Seventh Indian Division which is today commanded by Major General F. W. Messervy. General Messervy commanded a special force which was the spearhead of the Fifth Indian Division's drive into Eritrea in 1941 and subsequently was conspicuously successful commanding the Fourth Indian Division in the Western Desert when the Eighth Army relieved Tobruk and drove forward to Benghazi, and beyond, in the winter of 1941-42. Under his leadership the Seventh Indian Division in the Buthidaung area have stood fast on the positions they have won, despite the appearance of Japanese in their rear. We have direct evidence that this tenacity on the part of our troops was not in the least according to the Japanese plan and that the refusal of the Seventh Indian Division "to retreat in confusion" at the first display of initiative on the part of the enemy is proving most disconcerting to an over-confident foe.

More will also be heard in the future of the Royal Indian Navy, which continues to make most impressive progress in the development of its training establishments and the strengthening of its fighting power. Week in week out, ships of the Royal Indian Navy patrol India's coasts and, with the help of the Royal Navy, give our convoys and coastal shipping a remarkable degree of immunity from attack when you consider the circumstances in which we are placed by the proximity of a powerful enemy.

Off the Arakan coast light coastal forces of the Royal Indian Navy have been playing the same important role as they did in the operations of last year. These "little ships," although they are seldom in the news, carry out constant patrolling in coastal waters off the Arakan and it is only occasionally that we hear of their activities such as the recent action when they bombarded Ramree Island, some 50 miles South of Akyab.

A short time ago in a broadcast summing up the progress of our war against Japan I warned the public that the Japanese would do everything in their power, even though they were unable to undertake an invasion of India, to create a diversion aimed at relieving pressure against them on the Burma front and at breaking up, in any way they could, the efforts being made to create a Major base in India for operations against them. That is the motive behind their very occasional and widely separated air attacks on India as also of the turning movement they are attempting on the Arakan front. The limited nature of their air effort bears witness of the dominance of our air forces. They may very well make further efforts of the kind but nothing they can do will divert us from our purpose.

#### SALARY AND ALLOWANCES OF COLONEL J. A. APPLETON, ADVISER TO THE RAILWAY BOARD.

5. THE HONOURABLE RAJA YUVERAJ DUTTA SINGH: Is it a fact that one Col. J. A. Appleton, U. S. Army, formerly General Manager of the New York Zone of the Pennsylvania Railroad Company, has been assigned as an adviser to the Railway Board, at the request of the Government of India? If so, is there no official even European available in India to take up this appointment? What are his duties and emoluments?

THE HONOURABLE SIR LEONARD WILSON: Yes, for a period of a few months. The object of Government is to obtain the advice of an expert in railway operation in America and his duties are to examine informally the operating methods



employed by Indian Railways and to suggest improvements; the United State Government bear the expenses connected with Colonel Appleton's salary and allowances.

**THE HONOURABLE MR. HOSSAIN IMAM:** Has he been assigned to any particular Railway?

**THE HONOURABLE SIR LEONARD WILSON:** For this investigation, no, Sir.

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU:** Will he also look into the question of the inordinate delays in the arrival of the trains at their destination?

**THE HONOURABLE SIR LEONARD WILSON:** I have no doubt that that will appear in Colonel Appleton's report to the Railway Board.

**MR. B. C. L. BEAN.**

**6. THE HONOURABLE RAJA YUVERAJ DUTTA SINGH:** (a) Is it a fact that one Mr. Bean, who is said to belong to the "Superior revenue establishment of the Indian State Railways" in course of an address at a Rotary Club Luncheon at Cape Town, advised the summary expulsion of the entire Indian community from South Africa? Who is this Mr. Bean, and what is the appointment he holds in India?

(b) Do Government propose to take any action against him for indulging in controversial political and racial propaganda in South Africa?

**THE HONOURABLE MR. A. V. PAI:** (a) and (b). One Mr. B. C. L. Bean is reported to have spoken in the manner stated by the Honourable Member. Mr. Bean was employed as Divisional Superintendent, N.W.R., at the time of his retirement in September, 1941. The Honourable Member's attention is invited to Government of India's Press Note, dated the 7th December, 1943, in which it has been explained that Mr. Bean has now no connection with the Government of India and that whatever he may have said can only be his personal views. Government cannot take any action against him for expressing those views.

**CIVIL AVIATION IN THE POST-WAR PERIOD.**

**7. THE HONOURABLE RAJA YUVERAJ DUTTA SINGH:** Do Government propose to take steps to see that no foreign Companies would be given control in running internal civil aviation in India in the post-War period and that the personnel would preponderatingly be Indian?

**THE HONOURABLE SIR MAHOMED USMAN:** I would refer the Honourable Member to the reply given in the Legislative Assembly to parts (a) and (b) of Mr. K. C. Neogy's starred question No. 247 on the 9th of August, 1943.

**INVESTIGATION OF WAR CRIMES BY A COMMISSION OF THE UNITED NATIONS.**

**8. THE HONOURABLE RAJA YUVERAJ DUTTA SINGH:** Is it a fact that a United Nations Commission for the investigation of War crimes has been set up in London, and if so, is there any representative of India on that Commission? If so, who?

**THE HONOURABLE SIR FIROZ KHAN NOON:** Yes, Sir Samuel Ranganadhan represents India.

**OFFER OF WHEAT BY CANADA.**

**9. THE HONOURABLE RAJA YUVERAJ DUTTA SINGH:** (a) Is it a fact that the Canadian Government's offer of 100,000 tons of wheat for the relief of the distressed people of India was rejected by Mr. Amery, the Secretary of State for India on behalf of this country? If so, why?

(b) Why was no arrangement made to provide shipping space for wheat when shipping space was made available for the import of whisky, and other articles of luxury, into India?

**THE HONOURABLE MR. B. R. SEN:** (a) No, Sir.

(b) Shipping space has been made available for wheat from overseas; the question, therefore, does not arise.

**UNITED NATIONS RELIEF AND REHABILITATION ADMINISTRATION.**

**10. THE HONOURABLE RAJA YUVERAJ DUTTA SINGH:** (a) Is it a fact that India has been asked to pay about 35 million dollars as her contribution to the United Nations Relief and Rehabilitation Administration? If so, what exactly

will be the object for which the fund is created ; and will the previous sanction of the Central Legislature be obtained before payment is made ?

(b) Who are the representatives of India on the U. N. R. R. A. ?

(c) Have the U. N. R. R. A. paid, or will be asked to pay any amount for the relief and rehabilitation of the famine stricken people of India ?

THE HONOURABLE MR. N. R. PILLAI : (a) and (c). The attention of the Honourable Member is invited to the replies given by me to questions Nos. 96 and 105 on the 19th and 20th November, 1943, respectively.

(b) Sir Girja Shankar Bajpai, Agent-General for India in U.S.A., is India's representative on the council of U. N. R. R. A.

#### QUININE PRODUCTION.

11. THE HONOURABLE RAJA YUVERAJ DUTTA SINGH : (a) Has the attention of Government been drawn to the statement of Mr. Amory, Secretary of State for India in reply to a question in the House of Commons about the 10th December, 1943, that "quinine is produced in India and supplies there are adequate" ?

Are Government aware that quinine is urgently needed in Bengal and elsewhere in this country on a very large scale to meet the normal and abnormal demands of the rural population ?

(b) What is the average amount of quinine produced in India, and the amount of quinine imported from outside every year ?

(c) Will Government state why shipping space was made available for the consignment of a cargo of whisky to Bombay, and not for stuffs, medicines, or other much needed articles for the suffering people of India ?

THE HONOURABLE SIR JOGENDRA SINGH : (a) Yes.

(b) The Honourable Member's attention is invited to the reply given to part (a) of question No. 154 by Mr. Amarendra Nath Chattopadhyaya in the Legislative Assembly on the 19th February, 1943.

(c) The Honourable Member's impression is not correct. Shipments of whisky have been comparatively small and were never made at the expense of medicines or other essential articles of civil supply available for shipment to India.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : May I ask whether the Government consider that the supplies are adequate for the whole of India, or for Bengal ?

THE HONOURABLE THE PRESIDENT : Supplies of what ?

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : Quinine. Part (a) of the question refers to a reply given in the House of Commons on the 10th of December, 1943, to the effect that quinine was produced in India and that the supplies here were adequate. For which area did the Secretary of State mean that the supplies were adequate—for Bengal, or for the whole of India ?

THE HONOURABLE SIR JOGENDRA SINGH : I think his reference was to Bengal. We have allotted to Bengal for 1943-44, quinine 89,000 lbs.; cinchona 24,000 lbs.; and atabrine 7 million tablets. This quantity of quinine is equivalent to about 9 million treatments ; the cinchona to about 2 million treatments ; and the atabrine to about half a million treatments. So, it was adequate so far as Bengal was concerned.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : What is the number of doses that a man is supposed to take, according to this calculation ? Is the quantity mentioned sufficient for the treatment of 9 million people ? I should like to know what is the basis of the calculation ?

THE HONOURABLE SIR JOGENDRA SINGH : I have given the numbers as calculated by medical experts.

THE HONOURABLE SIR DAVID DEVADOSS : Was there a complaint from Madras that there was not sufficient quinine to treat patients with especially from the medical practitioners there ?

THE HONOURABLE SIR JOGENDRA SINGH : I require notice of that question.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : Are Government certain that even Bengal has sufficient quinine for its needs ?

THE HONOURABLE SIR JOGENDRA SINGH : I cannot definitely say. The position is this. We produce in India only 90,000 lbs. of quinine, and there is no

other source from which quinine can be imported. We are trying to meet the demand by getting atabrine and other medicines for treating malaria.

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU :** Has any research work been undertaken in India in order to find a substitute ?

**THE HONOURABLE SIR JOGENDRA SINGH :** We are trying to increase the production of quinine on the Russian system. Under the system which Russia has discovered, cinchona plants after about three years' time can be cut down to get quinine. Other substitutes are those which I have already mentioned—atabrine and things of that kind.

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU :** Has any research been undertaken in India in order to find a substitute for quinine ?

**THE HONOURABLE SIR JOGENDRA SINGH :** I require notice of that question.

**AIR ROUTE FROM THE U.S.A. TO INDIA.**

12. **THE HONOURABLE RAJA YUVERAJ DUTTA SINGH :** Will Government give such details as may be available of the new air route between the U. S. A. and India as a freight service from Patterson Field, Ohio—the longest freight line in the world, 14,000 miles to India ?

**HIS EXCELLENCY THE COMMANDER-IN-CHIEF :** The Air Route referred to by the Honourable Member is operated by the United States Army Air Force Air Transport Command. It is devoted exclusively to the carriage of military freight and personnel vital to the United Nations' war effort.

**RECRUITMENT FOR THE INDIAN AIR FORCE AND ROYAL INDIAN NAVY.**

13. **THE HONOURABLE RAJA YUVERAJ DUTTA SINGH :** With reference to the gratifying statement of His Excellency the Commander-in-Chief in India in course of a broadcast from New Delhi on the 13th December, 1943, that "The majority of the troops and a proportion of naval and air forces already in action against the Japanese are Indians", will Government state whether they are making redoubled efforts to recruit an ever increasing number of Indians for the naval and air forces so that the operations against the Japanese may result in speedy victory to the Allies ?

**HIS EXCELLENCY THE COMMANDER-IN-CHIEF :** I can assure my Honourable friend that Government are sparing no effort to obtain as many Indians as possible for the Royal Indian Navy and the Indian Air Force. The House may have noticed that a vigorous publicity drive is in progress to stimulate recruitment to the two Services. The recruiting organisation, both at Headquarters and in the Provinces, has been progressively strengthened, and the whole question is continually receiving my personal attention.

**APPLICATION OF THE ATLANTIC CHARTER TO INDIA.**

14. **THE HONOURABLE RAJA YUVERAJ DUTTA SINGH :** (a) Has the attention of Government been drawn to a statement of Mr. Wickham Steed, former editor of the *Times* in London, that he has been authorized by Mr. Amery, the Secretary of State for India, to say that "the Atlantic Charter obviously applies to India", *vide* the *Hindustan Times*, dated the 15th December, 1943, *2nd* edition ?

Are Government in a position to corroborate the statement of Mr. Wickham Steed by a reference to the Secretary of State for India ?

**THE HONOURABLE SIR MAHOMED USMAN :** I have seen the Press report referred to. I see no reason to make a reference to the Secretary of State, as I do not doubt the authenticity of the statement attributed to him.

**LACK OF ASSISTANCE ON THE PART OF EUROPEAN WOMEN IN THE TASK OF ORGANISING WELFARE OF THE FIGHTING FORCES.**

15. **THE HONOURABLE RAJA YUVERAJ DUTTA SINGH :** Is it a fact that there is a lack of assistance on the part of "British Women" in India to army welfare ; and what steps do Government propose to take to improve welfare facilities for British troops, or other troops serving in India ?

**THE HONOURABLE SIR FIROZ KHAN NOON :** There is no lack of assistance on the part of European women in the task of organising welfare of the fighting services—both British and Indian—wherever it is possible to give it. There are

however certain unavoidable limitations due to the fact that troops are largely concentrated for training in jungle areas where accommodation for women is non-existent.

In reply to the latter part of the question I can only say that so much is being done that it is impossible to describe it adequately within the limits imposed by an answer to a question. In brief, both the material and mental welfare of the serving soldier are catered for, and also in every way possible that of their families at home. As regards the first, very large sums have been expended upon the provision of literature, outdoor and indoor games, radios, gramophones and also on the construction of recreational institutes, furnishing and equipment. Concert parties are also employed, and this side of welfare activity has recently been strengthened by the extension of the well known Entertainments National Services Association to the India Command and the establishment of its Indian counterpart in this country, which will, it is hoped, ultimately produce as many as 20 touring parties of really high class artists.

The mental side of welfare is provided by a system of education designed both to teach the soldier what he is fighting for and also to help him to become a better citizen when he returns to civil life after the war. It includes instruction in trades and vocations so as to enable him to be more easily reabsorbed into the agricultural or industrial life of his country. Very large sums have been spent on the provision of libraries and of equipment for teaching handicrafts. The morale of men's families is catered for by the Soldiers, Sailors and Airmen's Association as regards British troops and by the Indian Soldiers Boards assisted by the Civil Liaison Officers organisation in the case of Indian troops. The duties of these two inter-connected bodies is to investigate complaints of absent soldiers and also of their families and to safeguard their interests in every possible way. A start has also been made with a provision of Indian women welfare workers.

In addition to the governmental welfare organisation a great deal of invaluable voluntary service to the troops both British and Indian is continually carried on by philanthropic bodies and private persons all over the country.

#### REINSTATEMENT OF INDIAN EVACUEES IN BURMA.

16. THE HONOURABLE RAJA YUVERAJ DUTTA SINGH : Will Government state whether they have evolved any plan to reinstate the Indian evacuees in Burma after the war? If so, will they make a statement on the subject?

THE HONOURABLE MR. A. V. PAI : The matter is engaging the attention of the Government of India, and so far no concrete proposals in this regard have been formulated.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : When may we expect an announcement on this subject?

THE HONOURABLE MR. A. V. PAI : The Government of India will decide on their course of action when they are in possession of the proposals of the Government of Burma on the question of the reconstruction of that country after its liberation.

#### RAILWAY FREIGHT FOR ICE ON THE BENGAL ASSAM RAILWAY.

17. THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY : Will Government state the respective distance and railway freight for ice from Calcutta and Rajbari a station on the Bengal Assam Railway to Goalundo its terminus on the Padma?

THE HONOURABLE SIR LEONARD WILSON : Information has been called for and a reply will be laid on the table in due course.

#### INADEQUACY OF THE COAL QUOTA FIXED FOR THE GLASS INDUSTRY.

18. THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY : Will Government state what representations, if any, have been received from the committee of the Bengal Glass Manufacturers' Association about coal shortage and what steps have been taken in the matter?

THE HONOURABLE SIR LEONARD WILSON : Towards the end of June, 1943 the Bengal Glass Manufacturers' Association prepared a scheme for the transport of coal to its member factories by lorries up to Katwa in the Burdwan District and thence by country boats by the rivers Ganges and the Ajay. The scheme was

examined and found to be impracticable. The Association was informed accordingly.

2. In January, 1944 the Association sent a representation referring to the inadequacy of the quota of coal fixed for the glass industry and complaining of the relatively smaller share allotted to factories not engaged on war production. The matter is under consideration.

CONTROL ON MACHINE TOOL MANUFACTURERS.

19. THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY : Will Government state what control, if any, has been imposed on machine tools manufacturers' in India and with what effect and object?

THE HONOURABLE SIR FIROZ KHAN NOON (on behalf of Supply Department) : 1. The control on machine tool manufacturers in India is specified in the Machine Tool Control Order, 1941, which was published in the *Gazette of India*, dated 15th February, 1941. The Order prohibits production without a licence granted by the Machine Tool Controller who may specify the description and numbers of machine tools to be produced, the purpose for which they may be sold and the persons to whom they may be sold.

2. The object of the control is to ensure that machine tools of the required type are available in sufficient numbers for war requirements and are put to the best possible use.

3. The effect of the Order has been to concentrate on essential items, to use capacity for the purpose for which it is best suited and arrange distribution in an order of priority related to war needs.

THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY : Have the machine tool manufacturers made any grievance of this Order that has been passed ?

THE HONOURABLE SIR RAMASWAMI MUDALIAR : May I answer that question ? No. Sir.

INDIA'S WAR EFFORT.

20. THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY : Will Government state what are the contributions of India in men and materials of different kinds towards the war in its different theatres up to date, to carry on a propoganda about which a deputation of Indians have been sent to Great Britain and the United States lately?

THE HONOURABLE SIR MAHOMED USMAN : The gentlemen have been sent to talk about India's war effort in all its various spheres and phases. They have studied the material which has already appeared in the press and in Government publications. Before their departure from India, they were also sent on a tour of shipyards, dockyards, Naval units, R. I. N. depots, H. M. I. ships, Army and Air Force training centres, textile mills, leather factories, motor workshops, armaments and ammunition factories, etc., to enable them to see India's war-time activities for themselves so that their talks may carry conviction.

MR. FRANK PARR.

21. THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY : Will Government state what are the respective special qualifications of Mr. Frank Parr appointed as the Steel Commissioner and Mr. E. D. McCallum his assistant and why no Indians were selected for these posts?

THE HONOURABLE SIR FIROZ KHAN NOON (on behalf of Supply Department) : Mr. Parr was Director of several steel companies in the United Kingdom and was also a member of the International Rail Makers Committee and Chairman of one of the British Re-rollers sections of the Cartel Committee. During the war he first worked in the United Kingdom Iron and Steel Control as Liaison Officer for the London and South-Eastern area. He was later appointed Director of Plant Progress and was primarily responsible for building and equipping all iron and steel expansion schemes.

2. Mr. McCallum holds the Diploma of Master of Arts with first class honours in Economic Science from the University of Glasgow. In 1923 he was appointed Lecturer in Economics at King's College in the University of Durham. In 1927 he was nominated for the Rockefeller Fellowship and was granted one year's leave of absence for study particularly of the iron and steel industry in the United States of

America. In 1940 he joined the Statistical Department of the United Kingdom Iron and Steel Control, as Assistant Director of Statistics. His work was—

- (i) to supervise the statistical information collected by the Iron and Steel Control, more especially the statistics of the iron and steel distribution scheme; and
- (ii) to deal with certain general aspects of the iron and steel distribution scheme.

3. The Government considered it most desirable in the interests of the war effort to take steps to co-ordinate the production, import, allocation, movement and utilization of steel; and to that end to appoint a Steel Commissioner assisted by an officer with wide Statistical experience. They were fortified in this by the views of the Anglo-American Steel Mission which visited India and Allied countries in 1943. Government found it necessary to appoint these officers as all suitably qualified Indians were already holding other responsible posts.

QUALITY OF FOOD GRAINS SUPPLIED TO CALCUTTA.

22. THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY: Will Government state whether their attention has been drawn to the grievance made by the Calcutta Corporation that the foodgrains supplied to them by Government are unfit for human consumption? If so, what steps have Government taken to ensure that the foodgrains supplied to greater Calcutta would be fit for human consumption?

THE HONOURABLE MR. B. R. SEN: Government are aware that among the very large quantities of foodgrains sent to Calcutta the quality has not been uniform, but they are not aware of any consignments unfit for human consumption. It is the responsibility of receiving Governments to arrange for the inspection of consignments before despatch, and supplying Governments have been instructed to pay special attention to the quality of the grain provided by their agents.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU: Has any officer of the Government of India inspected the foodgrains?

THE HONOURABLE MR. B. R. SEN: No, Sir. But, as I said, it is the responsibility of the receiving administration to arrange for inspection at the point of receipt.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU: Would it not be advisable for the Government of India to have some information on this subject through their own officers?

THE HONOURABLE MR. B. R. SEN: We have brought this complaint to the notice of the Bengal Government and they are taking steps to improve their arrangements at the receiving points.

THE HONOURABLE MR. SUSIL KUMAR ROY CHOWDHURY: Is the Honourable Member aware that the Food Minister of Bengal, Mr. Suhrawardy, has made a grievance that this foodstuff has been supplied by the Government of India and the Provincial Government are not responsible for it?

THE HONOURABLE MR. B. R. SEN: If such a statement has been made, the statement is not correct.

THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY: Do I take it, Sir, that the Government of India, who supply the foodgrains, do not see whether the foodgrains supplied are good or bad?

THE HONOURABLE MR. B. R. SEN: The Government of India does not supply. The Government of India gives a quota to the supplying administration and it is the responsibility of the receiving administration to send their agents to the supplying administration and take over the stock after inspection.

THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY: Under whose control is the purchase made?

THE HONOURABLE MR. B. P. SEN: Purchase is made by the supplying administration but before the stuff is despatched the receiving administrations are supposed to make their inspection.

THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY: After the purchase, is it open to the receiving administration to reject any stuff which they find unsuitable?

**THE HONOURABLE MR. HOSSAIN IMAM :** Would it not be better, Sir, that the stuff should be examined at the purchasing centre rather than its being rejected at the receiving centre thus involving unnecessary haulage ?

**THE HONOURABLE MR. B. R. SEN :** The stuff that is rejected is not returned.

**RATIONING OF SALT, ETC. IN CALCUTTA.**

**23. THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY :** Will Government state whether they contemplate organising the rationed supply of salt, coal and kerosene also for greater Calcutta ?

**THE HONOURABLE MR. B. R. SEN :** The Bengal Government do not contemplate the rationing of salt, coal and kerosene oil in greater Calcutta at present.

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU :** May we know the grounds of their refusal ?

**THE HONOURABLE MR. B. R. SEN :** So far as I know, the reason is that it is necessary to have at least a month's reserve before rationing of any article is introduced and the Bengal Government have not got a month's stock of these articles.

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU :** Are Government aware of the high price of salt generally in Bengal including Calcutta ?

**THE HONOURABLE MR. B. R. SEN :** I am sure they are.

**TRANSMISSION OF MAILS BY BOAT ACROSS THE PUDMA RIVER.**

**24. THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY :** Will Government state whether they contemplate removing the inconvenience of the people of Manikgunj sub-division in Dacca district caused by the running of the postal service from Calcutta and other places on alternate days by adopting the old system of transmitting mails by boats daily across the Pudma or otherwise ?

**THE HONOURABLE SIR MAHOMED USMAN :** Prior to the 15th November, 1943 mails to and from Manikgunj were conveyed by the Goalundo-Bahadurabad steamer service which ran on alternate days. From the 15th November such mails have been diverted to the daily steamer service running between Narayanganj and Goalundo. The Manikganj post office is, therefore, now receiving and despatching mails daily. The transmission of mails by boat across the Pudma is not considered safe by the district authorities.

**THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY :** Was that not being done previously all these years ?

**THE HONOURABLE SIR MAHOMED USMAN :** At present the authorities think it is not safe. That is why we have altered this.

**EXAMINATION BY RAILWAY EXPERTS OF THE OPERATING METHODS EMPLOYED BY INDIAN RAILWAYS.**

**25. THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY :** Will Government state whether any railway experts have come from England and the United States and with what object ?

**THE HONOURABLE SIR LEONARD WILSON :** Yes, one from England and another from the United States. They have been invited to examine in detail the operating methods employed by Indian Railways and to suggest improvements to the Railway Board.

**INCREASE IN RAILWAY FARES.**

**26. THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY :** Will Government state whether the Government contemplate the raising of the railway freights, if so, how and why ?

**THE HONOURABLE SIR LEONARD WILSON :** Increase in railway freights, if any, which Government have under immediate contemplation will be referred to by the Honourable Member for Railways in his Budget speech in another place or in my Budget speech which will be made shortly.

**APPOINTMENT OF MR. K. F. SOBHAN, AS DEPUTY CONTROLLER GENERAL, CIVIL SUPPLIES, BENGAL.**

**27. THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY :** Will Government state what special qualifications and experience does Mr. K. F. Sobhan, a member of the Indian Police Service, possess for being appointed as Deputy Controller General of Civil Supply, Bengal, and by whom has he been so appointed ?

**THE HONOURABLE MR. M. S. A. HYDARI :** Mr. Sobhan was appointed by the Government of India because while serving under the Government of Bengal he had been reported as having done good work on the Civil Supplies side and was therefore conversant with the problems he would have to deal with as Deputy Controller General, Civil Supplies.

#### REHABILITATION OF DESTITUTES IN BENGAL.

**28. THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY :** Will Government state what steps they are taking for the rehabilitation of people brought to ruin by famine in Bengal as regards their health and economic position ?

**THE HONOURABLE MR. B. R. SEN :** The Government of India are informed that plans and estimates have been drawn up for rehabilitation of destitute persons in Bengal which include the opening of hospitals and dispensaries, children's homes, orphanages, homes for women and other destitutes ; milk canteens ; work centres ; special assistance to fishermen, potters, and other artisans, and the financing of cattle purchase, house building, and redemption of lands sold in all seriously distressed areas. These plans and estimates are now under the consideration of the Government of Bengal ; meanwhile rehabilitation work is proceeding on the above lines.

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU :** Where is the rehabilitation work proceeding ?

**THE HONOURABLE MR. B. R. SEN :** In most of the distress areas.

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU :** Can the Honourable Member tell me the name of any district where rehabilitation work is going on ?

**THE HONOURABLE MR. B. R. SEN :** I want notice, Sir.

**THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY :** Is the Government doing anything by way of famine relief work to give employment to the unemployed ?

**THE HONOURABLE MR. B. R. SEN :** I have enumerated the items which the Government of Bengal propose to take up. Some of the work has already been taken up and the rest will be taken up very soon, I understand.

#### NOTICES OF MOTIONS FOR ADJOURNMENT.

##### (1) SUPPLIES OF FOODSTUFFS TO DEFICIT AREAS.

**THE HONOURABLE THE PRESIDENT :** Honourable Members, I have received three notices of Motions for Adjournment and I will deal with them in the order of priority in which they were received. The first one, which I shall read to you, is from the Honourable Pandit Hirday Nath Kunzru. It runs :—

" Sir, I beg to ask for leave to make a Motion for the Adjournment of the business of the Council for the purpose of discussing a definite matter of urgent public importance, viz., the failure of the Government of India to arrange for the regular despatch of adequate supplies of food-stuffs to the deficit areas."

Honourable the Leader of the House, His Excellency the Governor General has taken a personal interest in this matter and I think this is a very important Motion for Adjournment. I propose to admit it subject to the request I made the other day that if you are inclined to give a day for the discussion of this subject, I shall request the Honourable Member not to move this Motion.

**THE HONOURABLE SIR MAHOMED USMAN (Leader of the House) :** I am prepared to give a day for the discussion, Sir.

**THE HONOURABLE THE PRESIDENT :** Then that settles this question.

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU (United Provinces Northern : Non-Muhammadan) :** I should prefer to discuss the matter on the day that Government allots to us.

**THE HONOURABLE SIR MAHOMED USMAN :** What I said was that I am prepared to give a day for the discussion of the food situation on the distinct understanding that this Adjournment Motion will not be moved on that day.

**THE HONOURABLE THE PRESIDENT :** If the food situation is discussed, you will have a better opportunity than the 15 minutes you will be allowed if you press this Motion.

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU :** I entirely agree with you, Sir.



**THE HONOURABLE SIR MAHOMED USMAN :** A day will be provided for the discussion of the food situation.

(2) *Lathi* CHARGE BY THE POLICE AT AMRITSAR.

**THE HONOURABLE THE PRESIDENT :** The second Motion for Adjournment of the House which I have received is from the Honourable Mr. Kalikar. I will read the Motion :—

“ Sir,—I desire to move the following Adjournment Motion :—

‘ That the House do adjourn to discuss a definite matter of urgent public importance, viz., the *lathi* charge by the Punjab Police on the Presidential procession in connection with the Jubilee Session of the Hindu Mahasabha on 25th December, 1943, at Amritsar.’ ”

Honourable Mr. Kalikar, will you satisfy me how this question is relevant for discussion in this House ?

**THE HONOURABLE MR. V. V. KALIKAR (Central Provinces : General) :** The point is that the Provincial Governments are the agents of the Central Government in the execution of the orders and rules made by the Central Government themselves. This Adjournment Motion is based on the fact that the procession was dispersed on the alleged ground that it contained certain organisations which were wearing particular uniform and that particular uniform was prohibited from being worn by the Central Government under rule 59 of the Defence of India Rules. If you refer to rule 59, you will find that this rule was framed by the Central Government and the execution of this rule was made by the Provincial Government and as such the Provincial Government acted as an agent of the Central Government and therefore this House can take cognizance of this Motion.

**THE HONOURABLE THE PRESIDENT :** I congratulate the Honourable Member on the ingenuity of his argument. But surely in that way every Provincial Government is in all matters the agent of the Government of India. And you referred to rule 59. If the action is taken under rule 59, then you have no case whatsoever. You cannot move any Adjournment Motion with reference to any action taken under the rules framed under the Defence of India Act.

**THE HONOURABLE MR. V. V. KALIKAR :** They have misapplied the rule, rule 59, and therefore I want to move this Adjournment Motion.

**THE HONOURABLE THE PRESIDENT :** I regret I must say that your Motion is not in order and I therefore disallow it.

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU :** When we bring forward Adjournment Motions, it is not to question the power of the Government to do anything. What we want to discuss is not the legality of the Government's action, but the manner in which it exercises its power or the policy underlying that exercise.

**THE HONOURABLE THE PRESIDENT :** But I have to decide whether it is in order first. This is not in order.

(3) PRE-CENSORSHIP ORDER SERVED ON THE *Hindustan Times* AND THE *National Call*.

**THE HONOURABLE THE PRESIDENT :** The Honourable Pandit Kunzru has given notice of another Motion which I will read to you :—

“ Sir, I beg to ask for leave to make a Motion for the Adjournment of the business of the Council for the purpose of discussing a definite matter of urgent public importance, viz., the order served in January last on the *Hindustan Times* and the *National Call* (a) requiring that before any statement subsequent to the 8th August, 1942, made by or attributed to Mr. M. K. Gandhi or a member of any Congress Committee which has been declared to be an unlawful association or any comment on any such statement is published in any issue of the *Hindustan Times* and the *National Call* newspapers it shall be submitted for scrutiny to the Special Press Adviser, Delhi, and (b) prohibiting the publishing in any issue of the *Hindustan Times* and *National Call* newspapers of any matter of the kind described in clause (a) above unless it has been approved by the Special Press Adviser, Delhi, as fit for publication.”

**THE HONOURABLE THE PRESIDENT :** Honourable Mr. Conran-Smith, I would like to know from you whether this order was passed under rule 41 of the Defence of India Rules ?

**THE HONOURABLE MR. E. CONRAN-SMITH (Home Secretary) :** Yes, Sir. The order was passed under rule 41.

**THE HONOURABLE THE PRESIDENT :** Will you explain how I can admit a Motion for Adjournment in respect of action which the Government of India has taken under an existing Act ?

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU :** Is it your view, Sir, that no Adjournment Motion can be brought forward except to question the legality of the exercise of a power by Government ?

**THE HONOURABLE THE PRESIDENT :** I quite agree. In one sense action taken by Government may be ill-advised or may be right or wrong. But what power have I got to entertain the Motion and go into the merits of that ?

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU :** We have repeatedly discussed here cases in which the Censor refused to let certain statements be published or be published in the form in which they were issued. Obviously the Censor exercised a perfectly legal power. Yet I am not aware that the Chair took any objection to the admission of Adjournment Motions relating to such subjects.

**THE HONOURABLE THE PRESIDENT :** I do not remember any such Motion. If you can draw my attention particularly to it, I may be able to give some explanation.

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU :** We discussed, I believe, some time ago in this House the action of the Press Censor in not allowing a statement issued by Dr. Shyama Prasad Mukherjee regarding the famine situation in Bengal to be published in the Delhi papers.

**THE HONOURABLE THE PRESIDENT :** Was that order passed under rule 41 of the Defence of India Act ?

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU :** It must have been under some law. The Chief Press Adviser has been appointed by the Government of India to exercise powers legally given to him.

**THE HONOURABLE THE PRESIDENT :** I do not know that. Is that all you have to say ?

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU :** I am not called upon to discuss the propriety of the Government's action at this stage. All that I can submit is that it seems to me in view of discussions that we have had in the past that a discussion should be allowed on the Motion that I have brought forward now. When I move the Motion I shall state fully why I object to the order served by the Government in January last on the *Hindustan Times* and the *National Call*.

**THE HONOURABLE MR. HOSSAIN IMAM :** (Bihar and Orissa : Muhammadan) : Apart from the narrow matter at issue, on the general principle whether executive action can be questioned or not I should like to have your ruling. Executive actions are different from judicial pronouncements —

**THE HONOURABLE THE PRESIDENT :** Order, order. I do not give any ruling unless the matter is before me. The analogy does not at all apply.

**THE HONOURABLE MR. HOSSAIN IMAM :** Any action taken by the Government under rule 41 should be subject to an Adjournment because it is not a judicial pronouncement.

**THE HONOURABLE THE PRESIDENT :** There I disagree with you. You cannot question any action taken under the existing law. I have not known of a case up to now. The Motion is not in order. I am sorry I cannot allow it.

#### STATEMENTS, ETC., LAID ON THE TABLE.

**THE HONOURABLE SIR MAHOMED USMAN :** (Posts and Air Member) : Sir, I lay on the table copies of Notification issued by the Chief Commissioner, British Baluchistan, No. 1525/35-40/M. V., dated the 24th July, 1943, amending the British Baluchistan Motor Vehicles Rules, 1940.

*No. 1525/35-40/MV, dated the 24th July, 1943.*—In exercise of the powers conferred by section 21 of the Motor Vehicles Act 1939 (VI of 1939), the Chief Commissioner of British Baluchistan is pleased to direct that the following amendments shall be made to the British Baluchistan

Motor Vehicles Rules 1940 published in the Notification No. 347/M. W., dated the 1st April, 1940, printed at pages 841 to 982 of the *Gazette of India*, Part II-A, dated the 27th April, 1940 :—

1. After rule 2.4(c) the following shall be added :—  
 “(d) No fee shall be charged for the test if the applicant satisfies the licensing Authority that he previously held a license granted or renewed under any provision of law which was in force in British India at the time it was granted or last renewed, to drive a vehicle of the class to which the application refers and was prevented, by reason of absence out of India on service connected with the present war, from obtaining or renewing a license in accordance with the provisions of the Act on the expiry of the previous license.”

2. After rule 2.19 add the following as rule 2.20 :—  
 “2.20. A refund of Rs. 2 out of the license fee of Rs. 5 shall be granted if the applicant satisfies the Licensing Authority that he previously held a license granted or renewed under any provision of law which was in force in British India at the time it was granted or last renewed and was prevented, by reason of absence out of India on service connected with the present war, from obtaining or renewing a license in accordance with the Act, on the expiry of the previous license.

THE HONOURABLE SIR MAHOMED USMAN (Posts and Air Member) : Sir I lay on the table copies of Notification issued by the Chief Commissioner, Delhi No. F. 12 (25)/43-General, dated the 15th November, 1943, amending the Delhi Motor Vehicles Rules, 1940.

No. F. 12 (25)/43-General, dated the 15th November, 1943.—In exercise of the powers conferred by clause (c) of sub-section (2) of section 41 of the Motor Vehicles Act, 1939, read with the notification of the Government of India in the Department of Communications No. R-60, dated the 28th June, 1939, the Chief Commissioner is pleased to make the following amendments in the Delhi Motor Vehicle Rules, 1940, the same having been previously published with his notification No. F. 12 (25)/43-General, dated the 11th September, 1943 :—

*Amendments.*

I. The following proviso shall be added at the end of sub-rule (2) of rule 3.16, namely—  
 “Provided that if the certificate of registration has been lost while in the custody of a court or of any authority to which it has been submitted or surrendered in pursuance of the provisions of any of these rules or any other law in force, a duplicate certificate shall be issued free of charge”.

II. The following proviso shall be added at the end of sub-rule (2) of rule 3.17, namely—  
 “Provided that if the certificate of registration and certificate of fitness have been lost while in the custody of a court or of any authority to which they have been submitted or surrendered in pursuance of the provisions of any of these rules or any other law in force, a duplicate certificate of registration and certificate of fitness shall be issued free of charge.”

INFORMATION *RE* QUESTIONS LAID ON THE TABLE.

THE HONOURABLE MR. C. E. JONES (Finance Secretary) : Sir, I lay on the table the information promised in reply to questions Nos. 13, 14 and 15, asked by the Honourable Mr. Hossain Imam on the 15th November, 1943.

INCOME-TAX OFFICERS, ETC., IN THE PUNJAB :

Question No. 13.—The following reversions were made :—

	Hindus.	Muslims.
Income-tax officers . . . . .	1	4
Inspector-accountants . . . . .	1	..
Head clerks . . . . .	3	1

Question No. 14.—The following promotions were made :—

	Hindus.	Muslims.
Income-tax officers . . . . .	3	5
Inspector-accountants . . . . .	10	5
Head clerks . . . . .	4	3

Question No. 15.—Yes. The position in regard to stenographers is being reviewed by the Commissioner.

THE HONOURABLE SIR LEONARD WILSON (Chief Commissioner for Rail ways) : Sir, I lay on the table the information promised in reply to question No. 47, asked by the Honourable Mr. Hossain Imam on the 17th November, 1943.

## LEASE-LEND VEHICLES ALLOCATED FOR CIVIL USE.

Statement showing allocation of chassis by Provincial Motor Transport Controllers up to 30th October, 1943.

Allocated by P. M. T. C. up to 30th October 1943.

Serial No.	Province.	Government Deptts.	Firms or individuals (private).			Total allocated.
			For public carriers.	For private carriers.	For Buses.	
1.	Madras . . . . .	12	323	78	190	603
2.	Bombay . . . . .	62	259	234	43	598
3.	Bengal . . . . .	320	105	241	..	666
4.	United Provinces . . . . .	107	95	185	38	425
5.	Punjab . . . . .	46	59	11	52	168
6.	Bihar . . . . .	28	148	258	62	496
7.	C. P. and Berar . . . . .	57	172	22	6	257
8.	Assam . . . . .	497	16	377	..	890
9.	N.-W. F. P. . . . .	96	25	..	2	123
10.	Orissa . . . . .	16	..	19	11	46
11.	Sind . . . . .	..	73	16	6	95
12.	Delhi . . . . .	..	33	9	..	42
13.	Baluchistan . . . . .	16	9	10	15	50
14.	Ajmer-Merwara . . . . .	1	13	..	2	16
15.	Coorg . . . . .	..	6	..	11	17
TOTAL		1,258	1,336	1,460	438	4,492

N. B.—In some Provinces the Provincial Motor Transport Controllers have made allocations, in advance, of chassis placed at their disposal for the months of November and December.

Statement showing total number of chassis allocated and a number still remaining unallocated by various Provincial Motor Transport Controllers on 30th October, 1943.

Serial No.	Province.	No. of vehicles allotted by W. T. Deptt. up to 30th October, 1943.	No. of vehicles allotted by P. M. T. C.		Balance of No. of vehicles allotted by W. T. Deptt. up to 30th October 1943 remaining to be allocated (Col. 3—Col. 6).	
			Total.	Number allocated out of those allotted by W. T. Deptt. up to 30th October 1943.		
(1)	(2)	(3)	(4)	(5)	(6)	(7)
1.	Madras . . . . .	628	603	..	603	20
2.	Bombay . . . . .	504	598	94	504	..
3.	Bengal . . . . .	816	666	..	666	150
4.	United Provinces . . . . .	465	425	..	425	40
5.	Punjab . . . . .	179	168	..	168	11
6.	Bihar . . . . .	450	496	46	450	..
7.	C. P. and Berar . . . . .	315	257	..	257	58
8.	Assam . . . . .	842	890	48	842	..
9.	N. W. F. Province . . . . .	151	123	..	123	28
10.	Orissa . . . . .	63	46	..	46	17
11.	Sind . . . . .	166	95	..	95	71
12.	Delhi . . . . .	80	42	..	42	38
13.	Baluchistan . . . . .	138	50	..	50	88
14.	Ajmer-Merwara . . . . .	29	16	..	16	13
15.	Coorg . . . . .	13	17	4	13	..
TOTAL		4,834	4,492	192	4,300	534

NOTE.—In certain Provinces the Provincial Motor Transport Controllers have made allocations, in advance, of chassis placed at their disposal for the months of November and December 1943.

THE HONOURABLE SIR LEONARD WILSON (Chief Commissioner for Railways): Sir, I lay on the table the information promised in reply to question No. 26, asked by the Honourable Kumar N. N. Sinha on the 15th November, 1943.

(a) Statement of upper class tickets issued and collected at stations on the Murshidabad-Lalgola section of the B. & A. Ry. from the 1st January to 31st August, 1943—

	Issued.		Collected.	
	1st.	2nd.	1st.	2nd.
Murshidabad*	67	157	50	185
Nashipur Road	21	146	22	122
Jiaganj	16	370	18	388
Bhagwangola	14	33	8	39
Krishnapur	4	29	4	20
Lalgola	23	128	20	140

(b) Since January, 1940, only one special train for the public was received at and another was booked from Nashipur Road station.

THE HONOURABLE MR. A. V. PAI (Indians Overseas Secretary): Sir, I lay on the table the information promised in reply to a supplementary to question No. 126, asked by the Honourable Pandit Hirday Nath Kunzru on the 10th August, 1943.

Statement showing the expenditure incurred on non-Indian evacuees by various Governments during the period 1st April, 1940 to July, 1943.

Name of Government by whom expenditure incurred.	1940-41.		1941-42.		1942-43.		1943-44 (1st four months).		
	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A.	P.
Madras	..	..	..	..	68,727	15 9	21,727	15	3
Bombay	..	..	4,040	0 0	66,279	8 6	46,736	11	7
Bengal	..	..	7,378	5 0	20,808	8 9	..	..	..
U. P.	..	..	3,87,981	3 9*	1,77,278	12 10	57,612	0	3
Punjab	..	..	..	..	17,702	1 0	7,342	12	0
Bihar	..	..	459	0 0	1,033	12 0	208	0	0
C. P. and Berar	..	..	..	..	45,365	13 7	11,233	7	0
Assam	..	..	..	..	..	..	..	..	..
N. W. F. P.	..	..	..	..	1,904	7 0	..	..	..
Orissa	..	..	..	..	1,887	0 0	737	0	0
Sind	..	..	23,910	15 5	4,467	1 0	862	0	0
Central Government	194	8 9	4,122	12 6	4,27,447	6 6	44,448	12	0
<b>TOTAL</b>	<b>194</b>	<b>8 9</b>	<b>4,27,892</b>	<b>4 8</b>	<b>8,32,903</b>	<b>0 1 1/2</b>	<b>1,90,908</b>	<b>10</b>	<b>1</b>

\*NOTE.—Some of this expenditure also pertains to the year 1942-43.

THE HONOURABLE SIR FIROZ KHAN NOON (Defence Member): Sir, I lay on the table the information promised in reply to question No. 67, asked by the Honourable Pandit Hirday Nath Kunzru on the 25th September, 1942.

EMPLOYMENT OF OFFICERS OF THE BURMA SUPERIOR SERVICES.  
European officers appointed by Provincial Governments.

Serial No.	Name.	Post offered in India.	Pay and allowances.	Other terms of service.
1	Mr. C. A. Vickers, I.C.S.	Additional Secretary to His Excellency the Governor of Assam.	Rs. 2,000 (Fixed), O. P. £30, Special pay Rs. 100.	Other terms not known.
2	Mr. A. Gledhill, I.C.S.	Additional District Magistrate, Cachar.	Rs. 2,200 (Fixed), O. P. £30 (at Indian rates).	Ditto.
3	Mr. J. L. Heenan, I.P.	Additional Superintendent of Police, Ramrup.	Rs. 1,200 (Fixed), O. P. £30 (at Indian rates).	Ditto.
4	Mr. L. T. Wilson, I.P.	Superintendent of Police, Manipur State.	Rs. 1,160 p. m., O. P. £30	Ditto.
5	Mr. B. Barrett, I.F.S.	As Forest Officer	Rs. 1,350 p. m., O. P. £30.	His appointment was for the period from 14th May 1942 to 7th June 1942.
6	Mr. C. W. D. Kermode	Ditto	Rs. 1,200, O. P. £30	Other terms not known.
7	Mr. F. G. Burgess, I.F.S.	Dy. Conservator of Forests	I. F. S. scale of pay	
8	Mr. W. G. Crawford, I.F.S.	Ditto	Ditto	
9	Mr. H. H. C. Pudden, I.F.S.	Ditto	Ditto	Annexure I.
10	Mr. F. Allsop, I.F.S.	Ditto	Ditto	
11	Mr. B. E. Smythies, Burma, Class I	Ditto	Ditto	Annexure II.
12	Mr. T. S. Thompson, Burma Forest Service, Class I.	Ditto	Ditto	
13	Mr. F. S. E. England, I.S.E.	Executive Engineer, P. W. D.	Rs. 1,075, O. P. £30	Appointment till 28th February, 1943. Annexure III.
14	Mr. H. L. Seppings	Assistant Camouflage Officer	Rs. 600	
15	Mr. J. A. Edwards	Assistant Commandant in the Special Armed Constabulary.	Pay and overseas pay as above plus a special pay of Rs. 100 p. m.	
16	Mr. R. Broughten Smart	Commandant at the S. A. C. Training Centre, Ghezipur.	Pay in the senior time scale for the I. P. plus a special pay of Rs. 150 p. m.	
17	Mr. T. V. Clark	Assistant Commandant, S. A. C. Training Centre, Ghezipur.	Pay and allowances not known	Other terms not known.
18	Mr. Robert Barker, I.P. (Burma)	Executive Officer of the Regional Transport Authority.	Consolidated pay of Rs. 1,000 p. m. less 15 per cent plus the permanent travelling allowance of Rs. 175 p. m.	
19	Mr. W. J. Barror, I.P.	Additional S. P., E. I. and B. N. Railways, Gaya.	Rs. 1,350, O. P. £30	
20	Mr. E. G. Fuller, N.C.S.I.	Superintendent, Patna Camp Jail	Rs. 1,200 plus rent free house	

21	Mr. G. Cliff, I.P.	• • • • •	Additional Superintendent of Police.	of } Same pay as was drawn in Burma plus such allowance as admissible to officers of Bengal Government of the same status during similar duties.	Other terms not known.
22	Mr. F. Smitherman, I.P.	• • • • •	Ditto		
23	Mr. C. H. Hampton, I.P.	• • • • •	Ditto		
24	Mr. S. G. A. Scott, I.P.	• • • • •	Assistant Commandant, E. F. Rifles.	Senior scale of I. P. in Burma	Ditto.
<i>European Officers appointed by Government of India.</i>					
1	Lt.-Col. R. H. Malone	• • • • •	Assistant Director, Central Research Institute, Kasauli.	Rs. 1,600 plus Rs. 250 reduced by the amount of pension.	Re-employed for 1 year or duration of war whichever is earlier.
2	Mr. C. H. Raynes, I.P., Burma Police, Class I	• • • • •	Superintendent, Central Agency Jail.	Indian Police rates of pay (less Burma allowance).	Appointment up to end of 1943 or end of war whichever is earlier.
3	Mr. R. K. Harper, I.C.S.	• • • • •	C. I. T.	Rs. 2,750 plus £13-6-8	• Thereafter renewable. Terminable at 1 month's notice. Free quarters promised.
4	Mr. R. S. Andrews, I.S.E.	• • • • •	Superintending Engineer, Assam Access Roads Circle. Since appointed S. E., Bihar Aviation Circle.	Rs. 1,750 p. m. in scale of Rs. 1,750—100—2,150 plus £13-6-8.	Temporary.
5	Mr. M. C. Rhodes, B. E. S., Class I	• • • • •	Executive Engineer	Rs. 850 p. m. plus £40 O. P.	Employed up to 31st December, 1942.
6	Mr. J. A. E. Hector, I.S.E.	• • • • •	Superintending Engineer, Assam Access Road Circle.	Rs. 1,750 p. m. in the scale of Rs. 1,750—100—2,150 plus £30.	Ditto.
7	Mr. W. L. Connell, B. E. S., Class I	• • • • •	Executive Engineer, Assam Road Circle.	Rs. 1,050 p. m. (fixed) plus £40	
8	Mr. J. S. N. Francis, B. M. S., Class I	• • • • •	Ditto	Ditto	
9	Mr. W. A. Wright, I.C.S., B.E.S., Class I	• • • • •	Additional Deputy Secretary	I. C. S. time scale plus Rs. 400	Till 31st December 1942. Burma Government will make good the difference between their Burma salaries including O. P. and the maximum of the revised rates of pay for E. Es. in the C. P. W. D. (Rs. 950 including O. P.).
10	Mr. H. W. Lea	• • • • •	Corps of Indian Engineers (Commissioned).	According to rank and appointment.	Employed up to 28th February 1944.
11	Mr. G. D. Warwick	• • • • •	R. I. N. V. R. (Commissioned)	Ditto	Temporary.
12	Mr. J. H. Mackay	• • • • •	Survey Department (Commissioned)	Ditto	Do.
13	Mr. A. N. Barker	• • • • •	Engineer (Commissioned)	Ditto	Do.
14	Mr. E. S. Hartnoll	• • • • •	R. A. F. (Commissioned)	Ditto	Do.
15	Mr. W. H. Tydd (Imperial Police)	• • • • •	Land Forces (Commissioned)	Ditto	Do.

## ANNEXURE I.

COPY OF PARAGRAPH 1 OF UNITED PROVINCES, GOVERNMENT, FOREST DEPARTMENT, LETTER No. 349FB/41FB-1942, DATED JULY 30, 1942, TO THE CHIEF CONSERVATOR OF FORESTS, UNITED PROVINCES.

SUBJECT:—*Employment of Burma Forest officers in the Forest Department of this Province.*

With reference to the correspondence ending with your endorsement No. 41/10-13 (A), dated July 6, 1942, on the subject noted above, I am directed to say that the Governor is pleased to sanction the following terms to the six Forest Officers from Burma who are being employed in the Forest Department of this Province.

(1) *Pay.*—They will be appointed to temporary posts of Deputy Conservator of Forests, pay, in the I. F. S. Scale, including overseas pay, will be granted to those officers who drew the I. F. S. scale of pay and those officers who drew the I. F. S. scale of pay and overseas pay under the Burma Government. Pay in this scale will also be granted to the officers who drew the Burma Class I scale of pay under the Burma Government and they will also be granted overseas pay if they were drawing such pay in Burma. The grant of overseas pay to all officers, whether of the I. F. S. or Burma Class I Service will be subject to the condition that the amount of overseas pay shall not at any time exceed the amount which would have been admissible to them in Burma. Subject to this it shall correspond to the length of service of each officer including service in Burma and shall be on the same scale as is applicable to an United Provinces Officer holding a corresponding post. Their initial pay in I. F. S. scale will be fixed at the stage corresponding to the pay which they last drew under the Burma Government.

Pay in the scale of Rs. 600—30—900—50—1,000 will be granted to officers of the Burma Class II Service. Their initial pay in this scale will be fixed at the stage next above their substantive pay under the Burma Government.

Accordingly, the six officers to be employed in this Province will draw pay as follows:—

Name of officer.	Scale of pay drawn in Burma.	Pay admissible in U. P.
1. Mr. F. G. Burgess . . . . .	I. F. S. . . . .	I. F. S. Scale of pay.
2. Mr. W. G. Crawford . . . . .	I. F. S. . . . .	I. F. S. Scale of pay.
3. Mr. H. H. C. Pudden . . . . .	I. F. S. . . . .	I. F. S. Scale of pay.
4. Mr. F. Allsop . . . . .	I. F. S. . . . .	I. F. S. Scale of pay.
5. Mr. B. E. Smythies . . . . .	Burma, Class I scale . . . . .	I. F. S. Scale of pay.
6. Mr. L. F. Edgerley . . . . .	Burma, Class II scale . . . . .	Rs. 600—30—900—50—1,000 p. m.

(2) *Tenure of appointment.*—They will be employed in this province for the duration of the war or until they are required by the Burma Government, whichever is earlier. Their appointment will be terminable on one month's notice on either side.

(3) *Leave.*—They will be governed by the model leave terms for officers on contract prescribed by the Provincial Government under the United Provinces Fundamental Rule 103 in the Financial Handbook, Volume II, Part II.

(4) *Leave and pension contributions.*—The Provincial Government will not be liable for any contribution on these accounts. They will bear the charges for leave earned by service under them and granted in accordance with the terms mentioned in clause (3) above. No pensionary liability will fall on this Government even if the parent Government ultimately admit the service under this Government as qualifying for pension.

(5) *Provident Fund.*—An officer may continue his deductions from pay for Provident Fund, if he so wishes but this will be only on a provisional basis, i.e., the Provincial Government can shoulder no responsibility in the matter and adjustments of the credit on account of such recoveries with Government of Burma will have to wait till it becomes administratively possible to do so.

(6) *Travelling allowance.*—The officers while employed under the United Provinces Government will be subject to the travelling allowance rules prescribed by this Government for officers of similar status and pay under their rule making control. They will not be given any travelling allowance for joining their appointment.

(7) *Promotion.*—These officers will not be eligible for promotion to posts of conservators in this Province.

## ANNEXURE II.

COPY OF PARAGRAPH 1 OF UNITED PROVINCES, FOREST DEPARTMENT, G. O. No. 394-F. (B) 41EB/1942, DATED, LUCKNOW, AUGUST 24, 1942, TO THE CHIEF CONSERVATOR OF FORESTS, UNITED PROVINCES.

SUBJECT:—*Employment of Burma Forest Officers in the Forest Department of this Province.*

In continuation of Government's endorsement No. 360 (1)F.(B), dated July 25, 1942, I am directed to say that the Governor is pleased to sanction the employment of Mr. T. S. Thompson, an officer of the Burma Forest Service, Class I, as a temporary Deputy Conservator of Forests in the United Provinces with effect from the date he assumes charge of his duties in the Forest Department on the following terms:—

(1) *Pay.*—He will be granted pay in the Indian Forest Service scale, including overseas pay, if he drew any overseas pay in Burma. The grant of overseas pay will be subject to the condition that its amount shall not at any time exceed the amount which would have been admissible to him in Burma. Subject to this, it shall correspond to his length of service including service in Burma and shall be on the same scale as is applicable to an United Provinces officer holding corresponding post. His initial pay in the Indian Forest Service scale will be fixed at the stage corresponding to the pay which he last drew under the Burma Government.



(2) *Tenure of appointment.*—He will be employed in this Province for the duration of the war or until he is required by the Burma Government whichever is earlier. His appointment will be terminable on one month's notice on either side.

(3) *Leave.*—He will be governed by the model leave terms for officers on contract prescribed by the Provincial Government under the United Provinces Fundamental Rule 103 in the Financial Handbook, Volume II, Part II.

(4) *Leave and Pension contribution.*—The Provincial Government will not be liable for any contribution on these accounts. They will bear the charges for leave earned by service under them and granted in accordance with the terms mentioned in clause (3) above. No pensionary liability will fall on this Government even if the parent Government ultimately admit the service under this Government as qualifying for pension.

(5) *Provident Fund.*—He may continue his deductions from pay for Provident Fund, if he so wishes but this will be only on a provisional basis, i.e., the Provincial Government can shoulder no responsibility in the matter and adjustments of the credit on account of such recoveries with the Government of Burma will have to wait till it becomes administratively possible to do so.

(6) *Travelling allowance.*—While employed under the United Provinces Government he will be subject to the travelling allowance rules prescribed by this Government for officers of similar status and pay under their rule making control. He will not be granted any travelling allowance for joining his appointment.

(7) *Promotion.*—He will not be eligible for promotion to posts of Conservators in this Province.

### ANNEXURE III.

*Terms of employment of Mr. F. S. E. England/Mr. L. J. McLean, an officer of the I. S. E./Burma Engineering Service, Class II, in the United Provinces.*

(1) *Pay.*—Mr. England to draw an initial pay of Rs. 1,075 + £30 per mensem in the scale of pay of Executive Engineers of the I. S. E./ Mr. McLean to draw an initial pay of Rs. 660 per mensem in the scale of pay of Executive Engineers of the United Provinces Service of Engineers, Class I, viz., Rs. 600—30—900—50—1,000.

(1) *Pay.*—Mr. McLean to draw an initial pay of Rs. 1,075 + £30 per mensem in the scale of pay of Executive Engineers of the I. S. E./Mr. McLean to draw an initial pay of Rs. 660 per mensem in the scale of pay of Executive Engineers of the United Provinces Service of Engineers, Class I, viz., Rs. 600—30—900—50—1,000.

(2) *Tenure of appointment.*—They will be employed in the United Provinces, till February 28, 1943, or until they are required by the Burma Government, whichever is earlier. The appointment will be terminable on one month's notice on either side.

(3) *Leave.*—They will be governed by the model leave terms for officers on contract prescribed by the Provincial Government on the United Provinces Fundamental Rule 103 in the Financial Handbook, Volume II, Part II.

(4) *Leave and pension contributions.*—The United Provinces Government will not be liable for any contribution on these accounts. They will bear the charges for leave earned by service under them and granted in accordance with the terms mentioned in clause 3 above. No pensionary liability will fall on the United Provinces Government even if the parent Government ultimately admit the service under the United Provinces Government as qualifying for pension.

(5) *Provident Fund.*—Mr. England/Mr. McLean may continue his deductions from pay for Provident Fund, if he wished but this will be only on a provisional basis, i.e., the United Provinces Government can shoulder no responsibility in the matter and adjustments of the credit on account of such recoveries with the Government of Burma will have to wait till it becomes administratively possible to do so.

(6) *Travelling allowance.*—Mr. England/Mr. McLean while employed under the United Provinces Government will be subject to the travelling allowance rules prescribed by this Government for officers of similar status and pay under their rule making control. He will not get any travelling allowance for joining his appointment.

(7) *Promotion.*—Mr. England/Mr. McLean will not be eligible for promotion to higher grade-post in the Public Works Department, United Provinces.

THE HONOURABLE MR. E. CORAN-SMITH (Home Secretary): Sir, I lay on the table the information promised in reply to question No. 153 asked by the Honourable Paritit Hirday Nath Kunzru on the 31st August, 1943.

### SUPPLY DEPARTMENT.

(a) Two Europeans and one Indian have been re-employed after they had attained the age of 60. No orders have been issued informing Indian officers that their services will be terminated after they have attained the age of 60. A statement showing the information asked for in the concluding portion of the question is attached.

(b) The services of only one Indian officer who was re-employed after retirement with effect from 1st May 1941 were terminated on his attaining the age of 60 on the 3rd March 1943. He was working well, but in view of the fact that he was not a specialist and could be easily replaced, he was not retained.

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

## APPENDIX.

1. *Mr. A. G. R. Horton-Bennett, Superintendent, Clothing Production, Clothing Directorate.*—He is a graduate of the Royal Military College, Sandhurst. He was first appointed to the Army Clothing Department as a military gazetted officer in August, 1915, and was specially demobilised in July, 1919. For two years after that he ran his own clothing factory after which he was appointed as Civilian Superintendent of Manufacture, Shahjahanpur. He held that post till 1939 when he was appointed as Superintendent of Clothing Production.

*Duties.*—(i) All matters affecting the organisation and administration of Ordnance Clothing Factories other than those relating to provision of raw materials, contracts, planning of demands and their distribution.

(ii) All matters relating to Factory requirements of buildings, plant and machinery.

(iii) Factory Procedure and System.

(iv) The Inspection of Factories.

2. *Mr. W. Thompson, Assistant Works Manager (Technical).*—He is a fully qualified Master Tailor. He has about 37 years, experience in cutting and tailoring.

*Duties.*—He is Assistant Works Manager in charge of the cutting shop in Clothing Factory, Shahjahanpur.

3. *Mr. Raju Nayakar, Officer in charge of the Government Timber Depot, Arkonam.*—He is a graduate and retired as Extra Assistant Commissioner of Forests, Madras.

*Duties.*—He is responsible for the receipt, storage and despatch of timber consigned to the Depots.

4. *Rao Sahib V. G. Krishnan.*—He is a retired Accounts Officer, Military Accounts Department. He was re-employed as Administrative Officer in charge of Budget and Finance of the Clothing Directorate at Headquarters. His services were dispensed with after his attaining the age of 60.

## STATEMENTS, ETC., LAID ON THE TABLE.

THE HONOURABLE MR. E. CONRAN-SMITH (Home Secretary): Sir, I lay on the table copies of the Declaration of Exemption under section 6 of the Registration of Foreigners Act, 1939, as published with the notification of the Government of India in the Home Department—

- (1) 1/52/43-Political (E), dated the 20th November, 1943.
- (2) 1/53/43-Political (E), dated the 7th December, 1943.
- (3) 1/54/43-Political (E), dated the 7th December, 1943.
- (4) 1/55/43-Political (E), dated the 7th December, 1943.
- (5) 1/57/43-Political (E), dated the 7th December, 1943.
- (6) 1/58/43-Political (E), dated the 7th December, 1943.
- (7) 1/60/43-Political (E), dated the 23rd December, 1943.
- (8) 1/61/43-Political (E), dated the 23rd December, 1943.
- (9) 1/64/43-Political (E), dated the 4th January, 1944.
- (10) 1/1/44-Political (E), dated the 18th January, 1944.
- (11) 1/4/44-Political (E), dated the 25th January, 1944.
- (12) 1/5/44-Political (E), dated the 28th January, 1944.

*Declaration of Exemption.*

*No. 1/52/43-Political (E), dated the 20th November, 1943.*—In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors who are not foreigners, shall not apply to, or in relation to, Mr. Thomas Pao, a Chinese national accompanying the Chinese Goodwill Mission to India.

*Declaration of Exemption.*

*No. 1/53/43-Pol. (E), dated the 7th December, 1943.*—In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors who are not foreigners, shall not apply to, or in relation to (1) Mr. Newton Drew, Industrial Engineer with the U. S. Lend-Lease Mission, (2) Mr. Paul A. Casey and (3) Mr. Harry R. Haffman, clerks of the U. S. Mission in India for so long as they remain in their present posts.

*Declaration of Exemption.*

*No. 1/54/43-Political (E), dated the 7th December, 1943.*—In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the Provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors who are not foreigners, shall not apply to, or in relation to, Nathaniel H. Callard, Deputy Representative of the Overseas Operations Branch of the United States Office of War Information, for so long as he remains in that post.

*Declaration of Exemption.*

*No. 1/55/43-Political (E), dated the 7th December, 1943.*—In exercise of the powers conferred by section 6 of Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors who are not foreigners, shall not apply to, or in relation to, Miss C. K. Cumming, special correspondent of the Christian Science Monitor, for so long as she remains in that post.

*Declaration of Exemption.*

No. 1/57/43-Political (E), dated the 7th December, 1943.—In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16, as apply to, or in relation to, passengers and visitors who are not foreigners, shall not apply to, or in relation to (1) Mr. C. H. Muradian and (2) Mr. George Corley, Assistants in the U. S. Office of War Information, for so long as they remain in their present posts.

*Declaration of Exemption.*

No. 1/58/43-Political (E), dated the 7th December, 1943.—In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors who are not foreigners, shall not apply to, or in relation to, (1) Mr. Seymour Janow, U. S. Office of Economic Warfare and (2) Mr. Hal Henry Strouse, Machine tool specialist attached to the U. S. Office of Lend-Lease Administration, for so long as they remain in their present posts.

*Declaration of Exemption.*

No. 1/60/43-Political (E), dated the 23rd December, 1943.—In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors who are not foreigners, shall not apply to, or in relation to (1) Mrs. Eather B. Wolfe, a clerk in the U. S. Mission and (2) Miss Lucille Gibbons, Confidential Secretary in the U. S. Office of War Information, for so long as they remain in their present posts.

*Declaration of Exemption.*

No. 1/61/43-Political (E), dated the 23rd December, 1943.—In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors who are not foreigners, shall not apply to, or in relation to, Wallace Harper, a member of the China Lend-Lease Administration, for so long as he holds that post.

*Declaration of Exemption.*

No. 1/64/43-Political (E), dated the 4th January, 1944.—In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors who are not foreigners, shall not apply to, or in relation to, William M. Roth, a member of the U. S. Office of War Information for so long as he remains in that post.

*Declaration of Exemption.*

No. 1/1/44-Political (E), dated the 18th January, 1944.—In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors who are not foreigners, shall not apply to, or in relation to, (1) Miss Mary F. Healy, (2) Miss Alexandra Cebel, and (3) Miss Virginia Willis, members of the staff of the Foreign Economic Administration of the United States of America in India for so long as they remain in their present posts.

*Declaration of Exemption.*

No. 1/4/44-Political (E), dated the 25th January, 1944.—In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors who are not foreigners, shall not apply to, or in relation to, David M. Botaford Jr., Assistant Representative of the U. S. Office of War Information for so long as he remains in that post.

*Declaration of Exemption.*

No. 1/5/44-Political (E), dated the 28th January, 1944.—In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors who are not foreigners, shall not apply to, or in relation to, Robert C. Cockburn, Port Representative on the staff of the Special Representative of the United States War Shipping Administration in India, for so long as he remains in that post.

## PRESENTATION OF THE RAILWAY BUDGET, 1944-45.

THE HONOURABLE SIR LEONARD WILSON (Chief Commissioner for Railways): Sir, I have the honour to present the statement of estimated revenue and expenditure in respect of Indian Railways for the coming year.

*Accounts for 1942-43.*

2. This time last year I estimated that 1942-43 would close with a surplus of 36.28 crores. Actually our traffic receipts were about 6½ crores above our estimates, while our working expenses were 2½ crores less. Our miscellaneous transactions

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gave us 17 lakhs more and we also saved 13 lakhs in interest charges and the year closed with a surplus of 45·07 crores, out of which 29·13 crores were paid to General Revenues, and 16·08 crores to the Depreciation Fund in repayment of the outstanding loans which were thereby cleared and 8·86 crores were transferred to Railway Reserve.

*Revised estimates for 1943-44.*

3. Basing our forecast on the revised estimate for 1942-43 we placed our estimate for traffic receipts for 1943-44 at 150 crores. Both our goods and coaching earnings have largely exceeded our estimate and we anticipate that the last year's gross traffic receipts which had set up a record, will be exceeded very substantially. The largest increase, both relatively and absolutely, has occurred under passenger traffic. We expect our gross traffic receipts to be 178·5 crores (174·7 crores from State owned lines and 3·8 crores from worked lines) and we also expect an increase of 53 lakhs in net miscellaneous receipts which we now estimate at 2·70 crores.

4. On the expenditure side we expect an increase over the budget of 16·14 crores in ordinary expenses, of 4·04 crores in the appropriation to the depreciation fund, and 26 lakhs in payments to worked lines. Our revised estimate of working expenses including depreciation and payment to worked lines is thus 108·58 crores against the original budget of 88·14 crores. Enhancement of dearness allowance from 1st February 1943 accounts for an increase of about 2 crores and the loss on grain shops is 10 crores against our original estimate of 3 crores. Heavier expenditure on fuel accounts for 1·86 crores, repairs including those due to flood damages for 1·08 crores and additional staff and provision of temporary quarters for them for 1·07 crores. The Militarisation scheme will cost us 87 lakhs more, Air Raid Precautions 30 lakhs more, and our bill for compensation is expected to be about 47 lakhs above our budget. In addition to the last year's contribution of 10 lakhs towards the cost of Sind Water Supply Scheme we have contributed 15 lakhs this year and have made a provision of 97 lakhs for adjustment on account of the dismantlement of certain lines. We also expect an increase of 86 lakhs in interest charges due to an increase in the rate of interest, more capital expenditure and the conversion of certain specific debt into non-specific debt. Of the increase in the appropriation to the depreciation fund 4 crores represent emergency provision made on the recommendations of the Railway Convention Committee on account of the excessive wear and tear due to the present war conditions.

5. Against the contribution of 16·88 crores from revenue to depreciation fund there has been an expenditure of 11·02 crores only, so that the balance in the fund will increase by 5·86 crores and will stand at 87·93 crores.

*Explanatory remarks.*

6. On reviewing the position of Indian railways we find from statistics available for the first six months of this year that the traffic carried is greater than in the previous year. In this period the railways have achieved 8·6 per cent. more freight ton miles and 30 per cent. more passenger miles with no increase in the number of engines and coaches and a negligible increase in the number of wagons. The earnings this year are expected to be 14·8 per cent. over those of the previous year. This increase is to some extent due to increased traffic but for goods traffic it is mostly due to a change in the pattern of the traffic, the war having brought more higher rated traffic which has resulted in less of the lower rated traffic being carried. Though the practical achievement and the financial result are satisfactory, we are aware that the railways have been unable to render to the public the service which they desire. The demand for transport of goods has been, and continues to be, greater than that available and people cannot always travel when they wish, nor can they travel with the same degree of comfort as was possible before the war, in fact, overcrowding is now so severe as to make travelling uncomfortable.

A year ago I spoke of our efforts to procure additional goods engines and wagons and the result of these is that we expect to have received by the end of next month 106 broad gauge engines, 214 metre gauge engines, about 1,900 broad gauge wagons and about 2,950 metre gauge wagons. The engines are coming from America, also most of the metre gauge wagons. The broad gauge and some of the metre gauge wagons have been manufactured in this country except for some components imported from abroad. The manufacturing capacity for both broad and metre gauge

wagons has been stepped up and we expect a much better rate of production in India during the coming months. During 1944-45 we expect to receive a further 284 broad gauge and 288 metre gauge engines; also 5,824 broad gauge wagons and 10,626 metre gauge wagons. Of the metre gauge wagons 1,026 will be manufactured in India. In order to speed up the supply of broad gauge wagons, we are attempting to obtain 5,000 in America during the next twelve months, these if received will be in addition to the numbers I have mentioned. It has also been necessary to take in hand works for increasing line capacity, and besides increasing the capacity of yards and providing additional crossing stations, it is necessary to undertake several major works, such as the provision of a fourth line on the East Indian Railway between Asansol and Khana and the doubling of 750 miles of line on certain sections of the Bengal Nagpur, Bengal and Assam and East Indian Railways. In order to provide for increased facilities for the repair of broad gauge locomotives, the Bombay, Baroda and Central India Railway shops at Dohad which had been employed on the manufacture of munitions were relieved of this work in September 1943 and have since then been re-employed on the repair of locomotives. It will therefore be seen that during the coming year the capacity of the railways for handling goods traffic will progressively increase. Much of this increased capacity, however, will be taken up by traffic directly or indirectly connected with the war. ••

7. Despite the preoccupation of railways with current work, post-war planning on a large scale is proceeding. At the end of the war there will be much to be done in the rehabilitation of the existing assets and in the development of the railways to meet the demands for transport resulting from the industrial and agricultural expansion now being planned. At the same time there will be insistent demands for improvement in the facilities for passenger travel most of which will be unremunerative. It might be considered justifiable to raise railway freight rates, which have so far been raised to a negligible extent compared with the increase in the price of the commodities which the railways carry, in order to meet the cost of the unremunerative works included in the post-war plans, but no increase in freight rates is proposed as, in present circumstances, this would have an inflationary tendency unless the proceeds could immediately be used to produce a counter effect. It is, however, proposed to increase passenger fares by 25 per cent., except suburban season tickets and to place the amount received by this increase in the railway reserve where it will be specifically earmarked to be spent solely on the provision of additional and improved amenities for lower class travel after the war. It is our experience that in times of financial stringency we have not been able to proceed with our plans for improving the conditions of lower class travel. But if we now build up a fund earmarked for this purpose, we shall be in a position to give effect to these plans. It may be asked why the amounts otherwise placed in the railway reserve fund should not be used for this purpose, but these amounts will be needed to ensure the payment of our interest charges during the period between the end of the war when war traffic ceases and the time when the net earnings from civil traffic become adequate for the purpose. This may sound pessimistic, but the coal and wages bill, which is at present about 73 per cent. of the working expenses, will, for some years after the war, remain at a high level whilst the earnings will fall. Also as post-war expansion of the railways proceeds, there will be increased interest charges to meet with, in the early years, no corresponding increase in net earnings due to the expansion. The increase of passenger fares will also tend to reduce unnecessary travel and so relieve overcrowding and it will help to check inflation. It will be imposed from the 1st of April and it is expected to yield 10 crores in the year.

8. I have already referred to the loss on grain shops. These shops were first opened in certain railway workshops in order to combat rising prices resulting from profiteering. Later, upon the emergence of scarcity conditions, more shops were opened primarily for making food grains available to staff. Subsequently it was decided to give to the staff relief in kind instead of increasing the dearness allowance and the grain shops were expanded to provide all staff with most of the necessaries of life. There are now over 520 shops of which 130 are in travelling vans. Over 7½ lakhs employees benefit and the total turn over is about a million maunds a month. When budgeting last year, we estimated that the loss on grain shops would

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be 3 crores. But later on we reduced the issue prices by 20 per cent. and also expanded the range of commodities supplied, and our present estimate is that the loss will be 10 crores in the current year and 11½ crores in the next when we expect a further expansion in the range of commodities.

9. Throughout the war there has been a steadily increasing gap between the quantity of coal required by consumers and the quantity which could be delivered to them. This has been due partly to shortage of transport but in recent months to a serious fall in the raising of coal. Action has been taken by Government to encourage an increase in raisings, and in the railway collieries mechanical excavators have been introduced first to remove the overburden and then to increase the quantity of coal raised. In the past and by arrangement with the coal trade, the supplies of coal to railways from railway collieries were limited to about 35 per cent. of their requirements, but with the present shortage of coal it has become necessary to increase the output from railway collieries to the maximum possible. It has not been possible to maintain supplies of coal for other essential purposes and at the same time maintain railway coal stocks which have fallen so low that it is now necessary to increase them if rail services are to be ensured; in doing so there must be a cut in supplies to other consumers. When raising increase to the desired level, there will be the ever present difficulty of allocation of transport capacity for the movement of coal, foodstuffs and other essential commodities. Some relief may be expected as and when the new engines and wagons come into service, but these additional engines will to some extent put up the railways' consumption of coal which is about 40 per cent. of the coal consumed in India.

It will be of interest to note that the despatches of coal for the public have been maintained during the past 12 months at a level slightly above that of the previous year, but this has only been possible at the expense of railway stocks and, even so the supplies to the public have not covered their increased demands.

10. No review of the year's working would be complete without reference to the damage caused to the railways by floods and cyclones. Through communication has been interrupted on no less than 13 railways, but the most serious occurrence was the breaching of the bund on the left bank of the Damodar river which allowed the flood waters of this great river to impinge on the East Indian Railway's lines on the Grand Chord and the Main Line, breaching them over a length of some four miles. A brave effort was made by the Public Works Engineers to close the breach in the bund during the monsoon, but unfortunately this was not successful and therefore the Railway Engineers had to restore through rail communication by bridging the breaches, which, by working night and day, they succeeded in doing in 64 days. All who saw these breaches appreciated the resourcefulness and perseverance which made possible this achievement. These breaches had a serious effect on the flow of traffic which was felt on all connected railways. The breach in the river bund has been closed and work is in progress to strengthen the bund before the next monsoon.

#### *Revenue in 1944-45.*

11. In preparing our estimate of revenue for 1944-45 we assume that the demands for transport of passengers and goods, especially military, will increase and that the capacity of the railways will be fully occupied. It is impossible in wartime to make any useful estimate of the distribution of capacity between the various categories of traffic. We have therefore based our estimate on this year's results, and, allowing for the increase in passenger fares and for more earnings due to the additional engines and wagons which will be available, we place our estimate at 192 crores which is 13½ crores more than the gross traffic receipts expected in this year. In addition we expect a net revenue of 3.24 crores from miscellaneous transactions.

#### *Expenditure from revenue in 1944-45.*

12. Our estimate of ordinary working expenses in 1944-45 is 5 1/3 crores more than the revised estimate for the current year or 6 1/3 more if we exclude the adjustment of 97 lakhs in the current year on account of the dismantlement of certain lines. Our coal expenditure will be 3.42 crores more and the loss on the grain shops 1½ crores more. There will be additional expenditure of 53 lakhs on repairs and 40 lakhs on staff. We have also to pay 51 lakhs on account of compensation to the

Madras and Southern Mahratta and South Indian Railway Companies for loss of earnings due to the premature termination of their contracts on 31st March 1944 instead of 31st December 1945. The appropriation to the depreciation fund will be 24 lakhs more because of the large capital programme during the current year; but our interest charges will be 10 lakhs less. We expect the year's surplus to be 52·21 crores, 8·44 crores more than in the current year.

*Disposal of surplus.*

13. This time last year our estimate of the surplus for 1942-43 was 36·28 crores which was sufficient to enable us to pay the 1 per cent. contribution to General Revenues for the year, to pay all arrears of contribution, to make an additional contribution of 2·36 crores to General Revenues, to clear our outstanding liability to the depreciation fund and to transfer 7 lakhs to Railway Reserve. Actually the year closed with a surplus of 45·07 crores and this enabled us to transfer to Railway Reserve an additional sum of 8·79 crores, raising the balance in the fund to 9·35 crores.

14. In the current year we expect a surplus of 43·77 crores, which will be divided between the General Revenues and Railway Reserve in the proportion fixed by the special resolution passed last year in the other House. The railway reserve will get 11·50 crores which represent 1/4th of the surplus of 45·99 crores from commercial lines and the balance of 32·27 crores will go to General Revenues.

15. In 1944-45 we expect a surplus of 52·21 crores, out of which 10 crores represent our additional earnings from the increase in passenger fares. This amount will be earmarked for improving the conditions of lower class travel. The balance of 42·21 crores is made up of a surplus of 43·36 crores from commercial lines and a loss of 1·15 crores on strategic lines. We propose to distribute the surplus from commercial lines between Railways and General Revenues in the proportion of 1 to 3 as in this year. After meeting the loss on strategic lines the General Revenues will get 31·37 crores and 10·84 crores will be transferred to Railway Reserve, the balance in which will at the end of 1944-45 be 41·69 crores, including the ten crores earmarked for improving the conditions of lower class travel.

*Capital and Depreciation.*

1943-44.

16. I now turn to our expenditure under capital and from the depreciation fund. Our revised estimate for this year allows for an expenditure of 14·82 crores under capital and 11·02 crores from the depreciation fund. In the capital expenditure is included a sum of 2·3 crores on account of a portion of the purchase price of the Bengal and North Western and Rohilkund and Kumaon Railways, 24 lakhs for providing wireless communications between certain control points on railways and 7½ lakhs on account of lorries for certain road transport schemes designed to relieve the railways in congested areas. Our stores balances have also increased by over 3 crores, partly on account of stocks for grain shops. But there is a reduction in capital of 1½ crores as a result of dismantlement of the 48 miles section Zardalu to Bostan on the North Western Railway and of two branch lines on the Bengal and Assam Railway, Moranhat-Khowang and Shaistaganj-Habiganj, 6 and 8 miles long respectively.

1944-45.

17. For the year 1944-45 we have provided for an expenditure of 28·7 crores under capital and 23 crores from the depreciation fund. Under capital we have provided 8 crores for the purchase of Madras and Southern Mahratta and South Indian Railways, 67 lakhs for the purchase of Guzerat and Dhond-Baramati Railways, and 52 lakhs on account of the balance of the purchase price of Bengal and North Western and Rohilkund and Kumaon Railways. For open line works we have provided 34·24 crores for rolling-stock, 5·84 crores for track renewals, 84 lakhs for bridges, 8·92 crores for structural works and 2·8 crores for increase in stores balances. Though the total programme comes to 58·17 crores we have, in accordance with our previous practice, made a lump sum cut of 6·47 crores to provide for the probability that railways will not be able to spend the full amount, and have made provision for only 51·7 crores of which 23 crores will be charged to the depreciation fund the balance in which will be reduced to 82·05 crores at the end of the year.

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*Conclusion.*

18. In conclusion I would refer to the good work done by the staff. There is a shortage of experienced staff to deal with the ever expanding activities of the railways and the strain on all the staff has been heavy especially on the supervisory staff on whom so much depends when the railways are working at full pressure throughout the year and are still unable to meet all demands. The men have stuck to their work, except for a few minor strikes, throughout the war despite the economic pressure brought about by the rise in prices for which relief could not be given to all affected. This should be remembered when the war is over and the pay and conditions of service are reviewed in the light of the circumstances then existing. I trust that Honourable Members of this House will agree that the way in which railwaymen have stuck to their work and the way in which most of their unions have encouraged them to do so, are commendable. (*Applause.*)

The Council then adjourned till Eleven of the Clock on Friday, the 18th February, 1944