

12th April 1945

THE
LEGISLATIVE ASSEMBLY DEBATES
Official Report.

Volume IV, 1945

(2nd April to 12th April, 1945)

TWENTY-SECOND SESSION
OF THE
FIFTH LEGISLATIVE ASSEMBLY,
1945



LEGISLATIVE ASSEMBLY

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LEGISLATIVE ASSEMBLY

Thursday, 12th April, 1945.

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

STARRED QUESTIONS AND ANSWERS

(a) ORAL ANSWERS

LEGISLATIVE ASSEMBLY MEMBERS ACCEPTING OFFICES OF PROFIT UNDER THE CROWN

1799. *Mr. T. S. Avinashilingam Chettiar: (a) Will the Honourable the Leader of the House please state how many members of the Legislative Assembly have accepted offices of profit under the Crown and still continue to be Members of the House?

(b) What are those offices in Government the occupants of which can also be Members of the Legislature?

The Honourable Sir Sultan Ahmed: (a) One.

(b) The Honourable Member is referred to section 2 of the Indian Legislature (Prevention of Disqualification) Ordinance, 1942.

With a view to avoid a possible misunderstanding, I would desire to add that under sub-section (1) of section 63E in the Ninth Schedule to the Constitution Act, the seat of a non-official member becomes vacant on his acceptance of any office (whether an office of profit or not), under the Crown in India, and, that with the one exception referred to in my reply to part (a), the offices accepted by the members whose tenure of their seats has been preserved under the Ordinance have not been offices of profit.

Mr. T. S. Avinashilingam Chettiar: What is that one exception?

The Honourable Sir Sultan Ahmed: Mr. Jamnadas Mehta.

Mr. T. S. Avinashilingam Chettiar: What are the other offices under the Government of India which have been accepted by the non-official Members of the House and yet they have continued to be the Members of this House?

The Honourable Sir Sultan Ahmed: I can remember only two cases, Mr. Griffiths and Sir Frederick James. I do not remember the others but they are very few; they were not offices of profit at all.

Mr. T. S. Avinashilingam Chettiar: Will the Honourable Member collect the instances of non-official Members who have taken offices under the Government of India and who are still continuing to be the Members of this House?

The Honourable Sir Sultan Ahmed: I did give such a list in the House during the last Session.

Mr. Badri Dutt Pande: Is Mr. Griffiths receiving any pay?

The Honourable Sir Sultan Ahmed: No.

Mr. T. S. Avinashilingam Chettiar: In view of the vote of the House during the Supplementary Grants, will Government consider the advisability of not giving any privilege to any non-official Member who accepts any office under the Government of India?

The Honourable Sir Sultan Ahmed: All these cases will be considered.

Sardar Mangal Singh: May I ask whether the Government contemplate to appoint any other Member of this House to any office?

The Honourable Sir Sultan Ahmed: There is no idea but if my Honourable friend will help us, we are prepared to appoint him.

GOVERNMENT CONTRIBUTION TO INDIAN LABOUR FEDERATION

1800. *Mr. Badri Dutt Pande: (a) Will the Honourable the Labour Member please state whether Government has seen a book entitled "The Story of a Sordid Episode" of Rs. 13,000 grant given by his Department to Mr. M. N. Roy as Secretary, Indian Federation of Labour, published by one Ganpat Rai?

(b) Will Government please lay a statement of accounts showing how the amount was spent?

(c) Will Government please state whether this grant of Rs. 13,000 per month has been included in the current years budget, and, if so, under what head the figure is shown in Demands for grant?

The Honourable Dr. B. R. Ahmedkar: (a) I have not seen the book.

(b) The attention of the Honourable Member is drawn to my answer to his supplementary question to starred question No. 31 by Mr. Lalchand Navalrai on the 2nd November, 1944.

(c) Yes; it is included in Demands for Grants for 1945-46 under the head "Miscellaneous Expenditure connected with the War—C.5—Expenditure on War Publicity—C.5(4).—Labour propaganda".

Mr. Badri Dutt Pande: The Honourable Member had said the other day that a statement of the accounts will be placed on the table of the House. When is he going to do that?

The Honourable Dr. B. R. Ambedkar: That does not arise out of this.

Mr. Lalchand Navalrai: If the Honourable Member has not read that book, may I tell him that there are two books, one against the other. One is by Mr. Jamnadas Mehta and the other by Mr. Roy. Will the Honourable Member send for these books and read them and he will then find that there is a contradiction between them? Will the Honourable Member then go into this question and find out how this money has been spent—whether it has been divided half and half between them or what?

The Honourable Dr. B. R. Ambedkar: I do not propose to spend my money on purchasing them. If they are sent to me, I will read them.

Mr. T. S. Avinashilingam Chettiar: I am sorry I could not catch the answer to part (c) of the question. Will the Honourable Member kindly repeat it?

The Honourable Dr. B. R. Ambedkar: I said that the grant is in the Demands for Grants.

Mr. T. S. Avinashilingam Chettiar: Has the grant been enhanced or is it the same amount?

The Honourable Dr. B. R. Ambedkar: It is the same amount.

Mr. Lalchand Navalrai: If I send these books which I have got with me, will the Honourable Member read them?

The Honourable Dr. B. R. Ambedkar: If I find time, I will.

Mr. Badri Dutt Pande: How did the Honourable Member say in reply to my supplementary question that the question does not arise of placing a statement of accounts on the table of the House when it is definitely stated in the question that a statement of accounts should be so laid showing how the amount was spent?

The Honourable Dr. B. R. Ambedkar: I have not been able to follow the question.

Mr. Badri Dutt Pande: You said just now that the question of laying a statement of the accounts on the table does not arise, but that is a definite part of the question as stated in part (b).

The Honourable Dr. B. R. Ambedkar: I am sorry. Such information as I have I will lay on the table of the House.

AUTHORITY FOR APPOINTMENT OF MICA ENQUIRY COMMITTEE

1801. ***Mr. Ram Narayan Singh:** Will the Honourable the Labour Member please state whether, according to the 7th Schedule of the Provincial Legislative List, item 27 to the Government of India Act, 1935, Mica Industry is a provincial subject? If so, is the formation of the present Mica Enquiry Committee by the Government of India within their powers under the Act?

The Honourable Dr. B. R. Ambedkar: I have nothing further to add to the reply I gave to Mr. Satya Narayan Sinha's short notice question on the same subject on the 20th of November 1944.

Mr. Ram Narayan Singh: May I ask whether this is an encroachment by the Government of India on the rights of the Provincial Governments?

The Honourable Dr. B. R. Ambedkar: As I said, I have nothing to add to the answer I gave.

BRITISH-AMERICAN MICA MISSION

1802. ***Mr. Ram Narayan Singh:** (a) Will the Honourable the Labour Member please state at whose instance the present joint British-American Mica Mission was instituted?

(b) What is the respective strength of the British and American representatives on the said Mission?

(c) What are the purposes and functions of the Mission?

(d) Is it only a war measure or is the Mission to permanently continue even after the war?

The Honourable Dr. B. R. Ambedkar: (a) The Joint Mica Mission was set up as a result of discussions between the Government of India and His Majesty's Government, and through His Majesty's Government with the Government of the United States of America.

(b) Three British and three United States of America representatives.

(c) The Mission under instructions from their principals, are responsible for purchasing, inspecting, accepting, paying for and despatching all mica required by the United Nations.

(d) It is only a war measure.

Mr. Ram Narayan Singh: May I ask why the Government of India or the Mica industry have not been represented on this Mission?

The Honourable Dr. B. R. Ambedkar: It is unnecessary; it is only a purchasing Mission.

Mr N. M. Joshi: May I ask whether it is a fact that the mica is sold in America for a much higher price than the price paid to the mica owners in India and if there is a profit—and a large profit—, who takes that profit?

The Honourable Dr. B. R. Ambedkar: I must have notice of the question.

CANDIDATES FROM HINDU BACKWARD CLASSES APPOINTED AS LABOUR OFFICERS, ETC.

†1803. ***Mr. M. Ghiasuddin:** Will the Honourable the Labour Member be pleased to state if any Labour Officer, Labour Inspector, Labour Legal Adviser and Labour Welfare Society Officer has been appointed from amongst suitable candidates belonging to the Hindu backward classes, such as *Ahirs, Gadariyas, Teli, Tambolies, Kahars, Lohars, Barhais* and *Kumhars*, who are hereditary occupational and artisan classes and who number sixteen to seventeen crores in the country? If not, why not?

The Honourable Dr. B. R. Ambedkar: From information readily available, it appears that no officer from such particular classes has been appointed.

FACILITIES TO CANDIDATES FROM HINDU BACKWARD CLASSES UNDER BEVIN AND OTHER TECHNICAL SCHEMES

†1804. ***Mr. M. Ghiasuddin:** Will the Honourable the Labour Member be pleased to grant official facilities to the candidates of the backward classes such as *Lohars, Barhais, Gadariyas, Kumhars* and *Kolies*, who are hereditary occupational and artisan classes in the Bevin Trainees Scheme and such other technical schemes as are being formulated every now and then? If not, why not?

The Honourable Dr. B. R. Ambedkar: Government have already taken special steps to help recruitment of backward classes (Scheduled Castes, etc.) in the Bevin Training Scheme. The National Service Labour Tribunals which make the selections have been directed to follow the orders in force in the different Provinces with regard to communal representation and to see that the various communities and classes are adequately represented. In addition Tribunals have been asked to associate with them a non-official of influence

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

belonging to the Scheduled Caste and if necessary, a Muslim to guide them in determining the adequate representation of Scheduled Caste and other backward class candidates.

HINDU BACKWARD CLASSES REPRESENTATIVE ON PROVINCIAL NATIONAL LABOUR SERVICE TRIBUNAL

†1805. ***Mr. M. Ghiasuddin:** Will the Honourable the Labour Member be pleased to state if Hindu backward classes have any representative on the Provincial National Labour Service Tribunal? If not, why not?

The Honourable Dr. B. R. Ambedkar: The Government of India are not aware if there are members of the Hindu Backward classes on the National Service Labour Tribunals. Representation on the Tribunals on a communal basis is neither necessary nor practicable.

CANDIDATES FROM HINDU BACKWARD CLASSES APPOINTED AS CIRCLE RATIONING OFFICERS

†1806. ***Mr. M. Ghiasuddin:** Will the Honourable the Food Member be pleased to state if any Circle Rationing Officer at Delhi, Lucknow and Lahore has been appointed from amongst the Hindu backward classes, such as *Ahirs, Gadariyas, Lohars, Barhais, Bhurjees* and *Kahars*, who number sixteen to seventeen crores in India? If not, why not?

The Honourable Sir M. Azizul Huque: Delhi, Lucknow and Lahore: No, Sir. No suitable candidate was available.

WELFARE OF MR. KALACHAND RAMCHANDANI, SIND WORK MERCHANT AT MANILA

1807. ***Mr. Lalchand Navalrai:** Will the Honourable Member for Commonwealth Relations be pleased to state:

- (a) if Manila is now in the hands of the Allies;
- (b) whether telegraphic communications between Manila and India are open both ways;
- (c) whether he is aware that two telegrams, dated the 5th and 20th March, 1945, have been received at Hyderabad Sind from Manila from Lalchand Karamchand, but the reply to Manila has been withheld on the ground that they have no orders to send wires; if so, why;
- (d) whether he has any information as to which 'Sindhis' are alive or who died in the recent capture of Manila; if so, whether he will give names or place the list on the table;
- (e) whether he has any information specifically about the welfare or otherwise of one Mr. Kalachand Ramchandani, Sind work merchant, at Manila; and
- (f) whether the Honourable Member proposes to find out and give all the above information; if not, why not?

The Honourable Dr. N. B. Khare: This question should have been addressed to the Secretary of the External Affairs Department but the answer is as follows:

- (a) Yes.
- (b) No.

(c) Government understand that some telegrams have been received in India from persons in Manila, but do not know by what route these were transmitted. Direct communication between India and the Philippines was suspended in December 1941 and has not yet been restored, and that is why Telegraph Offices in India cannot accept telegrams for Manila. In a *communiqué* issued on the 14th March, the public have already been informed that next of kin or near relatives may communicate with civilians in the Philippines through the American Red Cross, APO 442, c/o the Postmaster, San Francisco, California.

(d) As my Honourable friend the Secretary of the External Affairs Department informed the Honourable Member in reply to his question No. 1539 on

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

the 3rd April, information as to the welfare of British subjects, including Sindhis, in Manila has been asked for from the American authorities and will be communicated to those concerned as soon as it is received.

(e) The name of Mr. Kalachand Kishenchand Ramchandani is included in the list of persons about whose welfare enquiries have been made from the American authorities. Their reply has not yet been received.

(f) This is covered by the answers to the other parts of the question.

Mr. Lalchand Navalrai: Will the Honourable Member tell me whether, if the Sindhis of India send an initial sum of 10,000 dollars for the relief of Sindhis in Manila, he will arrange to send the same?

The Honourable Dr. N. B. Khare: I will transmit that request to the External Affairs Department.

Mr. Lalchand Navalrai: Will the Honourable Member also arrange for passports and visas for those Sindhis who wish to go there to afford relief?

The Honourable Dr. N. B. Khare: That request also will be passed on to the External Affairs Department.

Mr. Lalchand Navalrai: May I know if ladies also will be allowed to go there?

The Honourable Dr. N. B. Khare: That will also be considered when the request is made.

LICENCES TO SELL ARTIFICIAL SILK IN MADRAS PRESIDENCY GIVEN ONLY TO TWO MERCHANTS IN MADRAS

1808. ***Prof. N. G. Ranga:** Will the Honourable Member for Industries and Civil Supplies be pleased to state:

(a) if the Madras Presidency handloom weavers have addressed his Department a representation about the troubles of weavers caused by the fact that the licences to sell artificial silk in the whole of Madras Presidency were given only to two merchants in Madras and that the weavers all over the province who are granted only a quota of 1 lb. of artificial silk yarn per mensem per loom are, therefore, unable to incur the cost of going to and from Madras; if so, when, and what action has been taken to relieve this new distress caused to weavers; and

(b) whether it is not a fact that there are District Textile Officers in all the weaving districts and that a system of rationing of yarn has been introduced in co-operation with the local weavers associations in several districts and it works satisfactorily; if so, why Government do not authorise these District Textile Officers to obtain and distribute this artificial silk also in co-operation with the weavers associations and also their co-operative societies?

The Honourable Sir M. Azizul Huque: (a) Yes. This representation was forwarded to the Provincial Textile Commissioner, Madras.

(b) Under arrangements recently made, artificial silk yarn is being distributed in the Madras Presidency by the Provincial Textile Commissioner, Madras Province, in co-operation with the local trade. The suggestion of the Honourable Member will be passed on to the Madras Government.

Mr. T. S. Avinashilingam Chettiar: In view of the fact that a large number of complaints have been received from weavers that they are not getting yarn for weaving, will the Honourable Member see that the machinery he has devised ends in proper distribution of yarn to these weavers and that no middlemen or black market profit?

The Honourable Sir M. Azizul Huque: Sir, the plan has been so devised by the Madras Government that the distributors have promised to distribute their yarn to all handloom weavers in those areas on a certain quota basis. This arrangement has been agreed to for the months of February and March and we will see how it actually works. These distributors have their branches in five or six district headquarters and they propose to open some more branches in other districts so that yarn may be sold to handloom weavers of those places. This will show that every possible step has been taken to see that the handloom weavers actually get yarn.

Mr. T. S. Avinashilingam Chettiar: Will the Honourable Member consider the advisability of using the agency of co-operative society formed by the weavers themselves for distributing yarn?

The Honourable Sir M. Azizul Huque: I will pass on that suggestion to the Madras Government who must be considered responsible for these details.

GOVERNMENT PROMISE TO SUPPLY MILL-MADE SUGAR TO MEMBERS OF SWEET AND MILK UNION, DELHI, ON CERTAIN CONDITION

1809. *Mr. Ram Narayan Singh: (a) Will the Honourable the Food Member be pleased to state if the following facts are correct:

(i) that Government promised to supply mill-made sugar to the Members of the Union and also increased the quota by 25 per cent. on the condition that the Sweet and Milk Union, Delhi, will contribute a sum of Rs. 1,25,000 towards the National Savings Certificates;

(ii) that after securing promise for the amount in (i) the previous quota was increased and mill-made sugar was supplied in the place of the hand made brown sugar which was being supplied previous to this promise in (i); and

(iii) that the balance between the amount promised and the amount collected is being recovered as per order referred to in starred question No. 542, dated the 28th February, 1945?

(b) Is it not a fact that judicial officers of the Delhi Province have been pressing for the contribution mentioned in part (a)?

(c) What is the position now?

The Honourable Sir M. Azizul Huque: (a), (i), (ii) and (iii). No, Sir.

(b) During the National Savings Fortnight all officers of the Delhi Administration assisted in the work of collecting contributions.

(c) Officers who wish to continue making such collections can do so in their private capacity.

Mr. Ram Narayan Singh: Is it not a fact that a sum of Rs. 1,25,000 was stipulated to be collected from these people?

The Honourable Sir M. Azizul Huque: I have answered, no.

CERTAIN ORDER OF THE RATIONING CONTROLLER, DELHI

1810. *Mr. Ram Narayan Singh: Will the Honourable the Food Member please refer to starred question No. 542 of the 28th February, 1945, on order passed by Rationing Controller, Delhi regarding deposit of security by 'establishments', and lay on the table:

(i) a copy of the agreement referred to in the question;

(ii) the total number of 'establishments', which paid the security deposit, and the total amount so deposited; and

(iii) the total number of defaulting 'establishments' and the total amount purported to be due from them in pursuance of the agreement and the order referred to above?

The Honourable Sir M. Azizul Huque: (i) A copy of the agreement is placed on the table of the House.

(ii) The total number of shops which have paid the security deposit is 2,500 and the total deposit amounts to Rs. 2,14,536.

(iii) The approximate number of establishments which have not yet paid the security is 1,900 and the total amount due from them is approximately 1,50,000.

DELHI RATIONING

(See Paragraph 6-A)

AUTHORISED ESTABLISHMENT PROPRIETOR'S AGREEMENT

No.....

Dated1945.

I

(address)

hereby state that having been appointed as an authorised establishment proprietor for the supply of rationed articles namely wheat, wheat products, rice and sugar under the provisions of the Delhi Rationing Order 1944, I shall comply with all the provisions prescribed from time to time under the said Order and any directions issued thereunder

In particular,

1. I undertake to use rationed articles for purposes of establishment consumption in accordance with the provisions prescribed by or under the Delhi Rationing Order 1944.

2. I also agree to deposit with the Controller of Rationing, Delhi Rs. _____ against the fulfilment of this undertaking and I agree to the forfeiture by the Controller of Rationing, Delhi, of this deposit for any breach by me or by any person acting on my behalf or in my employ, of the provisions prescribed from time to time by or under the Delhi Rationing Order 1944 or any directions thereunder.

3. I further agree to maintain all the registers, books of accounts, or other forms and to make and furnish statements and returns as may from time to time be required by the Controller of Rationing.

4. I further agree that the Controller of Rationing, Delhi, or such officer serving under him, as he may authorise generally or specifically, shall be the sole judge of the occasion, manner, measure, justice or equity of forfeiture of the security deposit. I forego all rights to claim a refund of the whole or any portion of the deposit save at the entire pleasure of the Controller of Rationing, Delhi.

Before me

Circle Rationing Officer.....

Signature.....

Mr. Ram Narayan Singh: May I know whether one of the terms of the agreement is that the person depositing money has to agree that he will forego all rights to claim a refund of the whole or any portion of the deposit save at the entire pleasure of the Controller of Rationing, Delhi?

The Honourable Sir M. Azizul Huque: Yes, Sir.

Mr. Ram Narayan Singh: Is it legal?

The Honourable Sir M. Azizul Huque: I believe it is so.

BAN ON RETAIL SALE OF ICE BY DELHI PAN SODA AND SHARBAT ESTABLISHMENTS

1811. ***Mr. Ram Narayan Singh:** (a) Will the Honourable the Food Member please state if the following are facts:

(i) that Pan, Soda and Sharbat establishments in Delhi have been deprived of the right to sell ice in retail; and

(ii) that separate permits or licenses have been issued for the exclusive sale of ice on condition that a separate shop is opened for the purpose?

(b) If the answer to (a) be in the affirmative, will he please state the particular policy and purpose for which the deprivation in (i) is being effected?

The Honourable Sir M. Azizul Huque: (a) (i). Yes, but Pan, Soda and Sharbat establishments have been given permits to enable them to obtain ice required for consumption in their establishments.

(ii) No such condition has been imposed.

(b) The object of the Delhi Ice Control Order is to enforce a reasonable retail price for ice and prevent wastage of supplies.

DEPOSITS FROM DELHI BAKERIES

†1812. ***Mr. Ram Narayan Singh:** (a) Will the Honourable the Food Member please state if he is aware of the facts:

(i) that Pan, Soda and Sharbat establishments in Delhi have been deprived on its work;

(ii) that every man who supplies loaves from these bakeries to restaurants is required to deposit Rs. 250; and

(iii) that every restaurant or *halwai* who would keep these loaves for sale is required to deposit Rs. 250 apart from the usual deposit required under the order referred to in question No. 542 of the 28th February, 1945?

(b) If the answer to (a) be in the affirmative, will he please take into consideration the difficulties of poor bakers, carriers and restaurant keepers, and propose exemption in deserving cases?

The Honourable Sir M. Azizul Huque: (a) (i) Yes, Sir.

(ii) No, Sir.

† Answer to this question laid on the table, the questioner having exhausted his quota.

(iii) No, Sir. If the bread is for consumption on the premises of the restaurant or *halwai*, no security is taken; if, however, the establishment wants to sell bread as a retailer for consumption off the premises, it has to obtain the necessary authorisation on making a security deposit of Rs. 250.

(b) It is necessary to control the distribution of rationed goods by taking a deposit from all distributors. It is not practicable to have different rules for different people.

PROSECUTIONS IN DELHI PROVINCE UNDER ORDINANCE NO. XXXV OF 1943

†1813. ***Mr. Hari Sharan Prasad Srivastava:** Will the Honourable Member for Industries and Civil Supplies please state:

(a) the number of cases challaned in the Delhi Province under Ordinance No. XXXV of 1943 since its operation;

(b) the number of those who were acquitted on the strength that the selling prices had received the approval of the authorities; and

(c) the action taken against the staff who have harassed the dealers; if no action has been taken, the reasons therefor?

The Honourable Sir M. Azisul Huque: (a) 199.

(b) 2.

(c) The prosecutions were brought in good faith. No action is therefore required.

UNSTARRED QUESTION AND ANSWER

Expiry of Term of Ajmer Municipal Committee

150. **Mr. Sri Prakasa:** Will the Secretary for Education, Health and Lands please state:

(a) the date when the term of the present Ajmer Municipal Committee expires; and

(b) if Government intend to have a nominated Municipal Committee at Ajmer in the future; and if so why; and, if not, when they propose to have the next elections?

Mr. J. D. Tyson: (a) The beginning of May 1945.

(b) In order to avoid the expense and inconvenience of holding a fresh election during the War it is desired to continue the present municipal committee. As the Ajmer-Merwara Municipalities Regulation contains no provision for extending the life of the municipal committee it has been decided to secure this object by providing for nomination of members by the Chief Commissioner. It is the intention to nominate as far as possible the present members of the committee to enable them to continue in office.

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

STATEMENTS LAID ON THE TABLE

Information promised in reply to starred question No. 85, asked by Pandit Lakshmi Kant Maistra (on behalf of Mr. R. R. Gupta) and starred question No. 95, asked by Mr. Muhammad Asar Ali, on the 10th November, 1943

EXPENDITURE ON WAR AND OTHER GOVERNMENT PUBLICITY

Statement showing expenditure on War Publicity from 1939-40 to 1943-44

DEPARTMENT OF INFORMATION & BROADCASTING, HOME AND EXTERNAL AFFAIRS

Particulars	1939-40	1940-41	1941-42	1942-43	1943-44	Agencies	Forms of Publicity	Remarks
	Rs.	Rs.	Rs.	Rs.	Rs.			
1. Director General of Information (Home Department).	57,300	3,59,192	2,34,289	..	..	Mainly and Broadly speaking:—	(1) Written Propaganda, viz., Press Advertisements, Press communiques, Pamphlets, Magazines, Posters, Photographs, handbills and notes, etc.	(1) Income from rentals of films supplied to Cinemas Exhibitors:— 1940-41 . . . 2,000 1941-42 . . . 19,700 1942-43 . . . 12,672 1943-44 . . . 2,00,250
2. Foreign Branch (including External Affairs).	6,793	11,101	615,357	11,98,103	9,67,204	(1) Provincial Govts. (2) All India Radio. (3) Bureau of Public Information.	(2) Oral Propaganda, viz., National War Front speakers and lecturers Broadcasts and Song Publicity etc.	(2) Income from sale proceeds of Publications under the control of Director, Publications Division:— 1942-43 . . . 27,262 1943-44 . . . 2,18,027
3. Information Films of India (Films Advisory Board).	1,24,010	1,24,010	4,61,433	7,30,180	10,27,588	(4) Minister, Tehran. (5) Political Officer, Sikkim. (6) Indian Federation of Labour. (7) Directorate Counter Propaganda. (8) Public Relations Bureau, N. W. F. P. and Baluchistan.	(3) Visual Propaganda, viz., Films, Newsreels, Feature shorts, Exhibitions Films slides through 35 mm. and 16 mm. vans on tour in Districts.	
4. Press Control— Payments to Provincial Govt. and Chief Commissioners.	96,706	1,96,076	2,50,917	3,76,530	2,19,497			
5. Expenditure on War Publicity— (i) Payments to Provinces and centrally administered areas.	..	..	11,054	5,96,120	7,17,448			
(ii) Printing and advertising.	..	..	..	9,68,170	9,75,270			
(iii) New India Planning Group.	..	..	..	..	14,705			
(iv) Song Publicity (Central).	..	..	..	..	9,146			
(v) Joint Planning Committee (War Services Exhibition).	..	..	..	..	4,50,377			
(vi) Indian News Reels.	..	..	..	1,50,000	1,59,800			
(vii) Labour Propaganda.	..	..	..	1,43,000	1,56,000			
(viii) Miscellaneous Publicity charges.	..	..	..	67,180	79,226			

Forms of Publicity

Agencies

1943-44

1942-43

1941-42

1940-41

1939-40

Particular

Remarks

	Rs.	Rs.	Rs.	Rs.	Rs.
6. National War Front (Grants to Provinces and at centre).	..	..	24,72,067	34,36,228	
7. United Nations Centre	..	..	..	16,698	
8. Counter Propaganda	..	84,871	4,32,203	4,87,042	
9. Bureau of Public Information.	29,186	1,93,781	4,17,271	6,84,702	6,70,000
10. All India Radio	2,66,500	9,69,200	10,78,000	9,68,800	16,09,000
Total	4,56,495	18,53,360	31,53,192	87,87,055	1,10,45,429

FINANCE DEPARTMENT

Expenditure on Defence Loan Publicity.

Agencies to whom paid	Rs.	Rs.	Rs.	Rs.	Rs.	Remarks
1. Reserve Bank of India	49,982	14,027	..	..	..
2. Advertising Committee, Bombay.	1,73,806	..	..	..	..
3. The Registrar Cooperative Societies, Punjab.	310	..	..	..	..
4. The Govt. of C. P. and Berar.	5,000	..	..	..	..
5. Bombay D. L. Committee.	154	3,528	837	1,542	..	(1) Press Advertising, etc. (2) Posters, handbills
6. The British War Savings Movement.	5,195	..	..	..	..	(3) Advertising on buses and trains.
7. Messrs. Sharp and Tamran, Bombay.	..	4,42,419	1,03,467	..	..	(4) Cinema slides and films.
8. Bengal D. L. Committee.	..	7,765	10,669	12,614	..	(5) Commercial advertisements.
9. Madras, D. L. Committee.	..	1,486	3,852	4,600	..	
10. Orissa, D. L. Committee.	..	750	..	..	..
11. The Controller Advertising Committee.	..	1,728	..	..	..
12. The War Week, Calcutta	..	15,000	..	..	..
13. The Govt. of Sind	..	100	..	..	10,000	
14. Punjab War Board	..	..	15,605	..	..

15. Sind D. L. Committee.	..	..	240	..
16. Genl. Advertising Agencies.	..	..	44,083	..
17. The Press Syndicate.	..	..	37,681	..
18. J. Walter Thompson Company, Bombay.	..	..	34,222	..
19. D. J. Kaymer & Co. (India) Ltd., Bombay.	..	..	37,101	..
20. L. A. Stronach & Co. (India) Ltd., Bombay.	..	..	66,766	..
21. Adarta Ltd.	..	..	31,575	..
22. D. Sevza c/o L. A. Stronach.	..	..	100	..
23. Yog Raj Chopra, Calcutta.	..	..	110	..
24. Creative Publicity Unit	..	..	23,005	..
25. D. I. B., Punjab.	..	..	2,050	..
26. P. & T.	..	..	2,444	..
27. Madras Govt.	..	..	40,400	..
28. N. W. F. P. Provinces Government.	..	..	10,000	..
29. Punjab D. L. Committee.	..	..	2,523	..
30. Lahore Bureau.	..	..	707	..
31. Calcutta Bureau.	..	..	106	..
32. Press Advertising.	..	..	14,665	..
33. Posters.	..	..	14,184	..
34. Notices on Public Vehicles.	..	..	5,247	..
Total	2,34,447	4,86,803	4, 13,806	1,16,598
Publicity of the armed forces in the India Command and of Indian troops in other theatres of war.	1240-41	1941-42	WAR DEPARTMENT	
	..	12,000	1942-43	1943-44
			37,733	1,89,113

(1) Bureau of Public Information (1) Written Propaganda.
 (2) All India Radio. (2) Oral Propaganda.
 (3) Public Relation Directorate. (3) Visual Propaganda.

NOTE. The statement is not complete and it is not possible to give the required information without spending on it the time and labour which will not be justified in war time. The incomplete statement itself has entailed much labour and time.

Information promised in reply to part (a) of starred question No. 225, asked by Shrimati K. Radha Bai Subbarayan, on the 14th February, 1945

BRITISH WOMEN FROM THE A. T. S. IMPORTED INTO INDIA

Rank	Number	Consolidated rate of pay
Director, W. A. C. (I)	1	Rs. 1200 per mensem.
Chief Commander	1	Rs. 930 per mensem <i>plus</i> Rs. 200 when holding a staff appointment.
Senior Commander	5	Rs. 720 per mensem } <i>plus</i> Rs. 100 when holding a staff appointment
Junior Commander	19	Rs. 460 per mensem }

In addition to the above rates of pay, the following officers of the Auxiliary Territorial Service are also entitled to Japanese Campaign Allowance and War Service Increments at the rates given below :

Rank of officer	War Service Increment	Japanese Campaign Allowance
Senior Commander to Senior Controller.	Rs. 46 per mensem on completion of 3 years' service. A further Rs. 15 per mensem is allowed on completion of each subsequent year's service.	<i>Nil.</i>
Junior Commander and below	Rs. 34 per mensem on completion of 3 years' service. A further Rs. 11 per mensem is allowed on completion of each subsequent year's service.	Rs. 46 per mensem.

The total cost on their account amounts to approximately Rs. 2 lakhs per annum.

Information promised in reply to unstarred question No. 14, asked by Mr. Ananga Mohan Dam, on the 21st February, 1945

PAYMENT OF WAGES ACT AUTHORITIES FOR RAILWAY LANDS WITHIN INDIAN STATE TERRITORIES

Total number of persons appointed : 18.

Where no person has been appointed, the necessity for such an appointment has not so far arisen.

Information promised in reply to starred questions No. 771 and 773, asked by Mr. Muhammad Hussain, Choudhury, on the 7th March, 1945

DEFICIENCY OF MUSLIMS IN APPOINTMENTS OF APPRENTICE MECHANIC AT JAMALPUR

No. 771.—(c) Five non-Muslims were recruited as Apprentice Mechanics during 1944 to make up the deficiency of Muslims. One of them was eighth in order of merit and the remaining four 29th, their names having been bracketted.

PREPONDERANCE OF NON-MUSLIMS IN SELECTION BOARD FOR RECRUITMENT OF APPRENTICE MECHANICS AT JAMALPUR

No. 773.—(a) and (b). There is no rule to the effect that particular communities should be represented on the panel of examiners for written examinations held for the purpose of recruitment to railway services. All the examiners appointed by the Railway Administration during 1944, in connection with the written examination held for Apprentice Mechanics were non-Muslims. The Selection Board constituted for the selection of Apprentice Mechanics comprised 3 Europeans, one Hindu and one Muslim. The prescribed procedure for the constitution of Selection Committees was, therefore, not contravened.

Information promised in reply to parts (b) and (c) of starred question No. 872, asked by Mr. Badri Dutt Pande, on the 9th March, 1945

FORCIBLE REALIZATION OF MONEY FOR DEFENCE DRIVE FROM CERTAIN PERSONS
IN NAINITAL

As a result of the enquiries made, it has been ascertained that there is no foundation for the allegations made.

Information promised in reply to starred question No. 1015, asked by Shrimati K. Radha Bai Subbarayan, on the 15th March, 1945

WOMEN EMPLOYED IN RAILWAY MINES

STATEMENT giving the information as it stood at the end of Feb. 1945

- (a) The number of women employed in mines owned by the Railways—
- | | |
|-------------------------------------|--------|
| (i) for under ground work | 1,995 |
| (ii) for surface work | 13,898 |
- (b) The number of women now working underground who used to work on the surface previous to the removal of the ban on such work 519
- (c) The number of women working underground who are not wives of men miners working underground in mines. 471
- (d) The number of boys and girls between the ages of 12 and 18 working underground in Railway Mines. Boys 124 and girls 28
- (e) The average wages of the miners referred to in (a) and (c) and the dearness allowance. The average wage and dearness allowance of miners vary from colliery to colliery as shown below :—
- | | Minimum | Maximum |
|------------------------------|---------|---------|
| Wage— underground | 0 6 3 | 0 12 0 |
| Surface | 0 4 0 | 0 7 6 |
| Dearness allowance | 0 4 0 | 0 6 9 |
- (f) Whether the physical condition of these miners is medically examined before they are employed for underground work, and, if not why not. Yes; the latter part of the question does not arise.
- (g) The facilities provided by the Government for medical aid, care of infants and children of women miners and for protection of their homes when they are working. Free medical attendance and free medicines are provided. Chowkidars are engaged to look after the homes of women miners when they go out to their work. There are no special arrangements for the care of infants and children of women miners but there are many elderly women who are not employed by the colliery and who are engaged by the workers to look after their children. Qualified midwives are attached to each colliery to help in maternity cases.

Information promised in reply to starred question No. 1028, asked by Prof. N. G. Ranga, on the 15th March, 1945

BOOKING AND TRANSHIPMENT FACILITATING FOR GROUNDNUT OIL FROM METRE GAUGE
TO BROAD GAUGE AND VICE VERSA

The booking of commodities between points involving transshipment between gauges is discouraged as far as possible in order to reduce the demand on wagons and to prevent congestion at transshipment points. There is no general prohibition however, and essential movements are allowed.

No assistance is given to movements of groundnut oil from places on the metre gauge section between Guntur and Bezwada to places on broad gauge sections Bezwada-Nellore and Bezwada-Vizagapatam. As groundnut oil is produced on the Bezwada-Vizagapatam section and is exported from there, there is no necessity to move other groundnut oil to that section. Similarly, there appears to be no justification for movements of groundnut oil the Bezwada-Nellore section.

Government is not prepared as a general rule to assist the movement of any commodity to a surplus area, particularly when such movement would involve transshipment between gauges.

Information promised in reply to starred question No. 1085, asked by Mr. Abdul Qaiyum, on the 19th March, 1945

HEALTH OF DR. YUDHVIR SINGH

Dr. Yudhvir Singh, does not suffer from any organic disease in his system. He was an indoor patient in the jail hospital from 30th January 1945 to 10th February 1945 as a case of colitis. He has lost 13 lbs. in weight but the general state of his health is satisfactory.

Information promised in reply to starred question No. 1143, asked by Mr. Muhammad Ahsan, on 20th March, 1945

ABSORPTION OF A. R. P. STAFF ON BENGAL AND ASSAM RAILWAY

(a) and (b). The surplus staff of the A. R. P. organization which comprises 200 Hindus, 116 Muslims and 2 members of Other Minority Communities, are being absorbed by the Bengal and Assam Railway in a temporary capacity. With a view to adjust the Muslim quota, future recruitment of non-Muslims as far as possible, has been suspended by the Railway Administration.

Information promised in reply to starred question No. 1152, asked by Hajee Chowdhury Muhammad Ismail Khan, on the 20th March, 1945

NON-APPOINTMENT OF MUSLIMS AS ASSISTANT MALARIOLOGISTS ON BENGAL AND ASSAM RAILWAY

(a) to (d). Government are informed that the post of Assistant Malariologist on the Bengal and Assam Railway was advertised only once in 1944. In response to this advertisement only 13 Hindus applied, of whom six were approved in the final selection held on 5th September, 1944. No advertisement was issued by the Railway in 1943.

(e) For want of suitable applicants, the Muslim quota could not be maintained.

Information promised in reply to starred question No. 1164, asked by Mr. Muhammad Nauman, on the 20th March, 1945

MEDICAL OFFICERS, ETC., ON OUDH AND TIRHUT RAILWAY

(a) The statement below gives the required information :

Designation	Total Number	Number of Muslims
District Medical Officers	3	Nil
Medical Officers	34	12
Sanitary Inspectors	4	2

(b) to (d) Of these categories, only 5 Medical Officers were appointed during 1944. Their vacancies had been advertised in September, 1944, in the following newspapers :—

The Statesman, Delhi and Calcutta.

The Pioneer, Lucknow.

The Indian Nation, Patna.

The Search Light, Patna.

The Leader, Allahabad.

The Christian Layman, Allahabad.

The O. & T. Railway Traffic Gazette.

2 of these Medical Officers were Hindus and 3 Muslims. Two of the Muslims were taken directly, all the other candidates being appointed after selection by a Selection Board.

(e) The reply is in the negative.

Information promised in reply to parts (b) and (c) of starred question No. 1296, asked by Lala Sham Lal on the 23rd March, 1945

PROSECUTIONS ON NORTH WESTERN RAILWAY UNDER NATIONAL SERVICE TECHNICAL (PERSONNEL) ORDINANCE

(b) Government are informed that from an examination of current personnel files of the Electrical staff on Karachi Division no case of a person having tendered his resignation on grounds of bad health can be traced.

(c) Does not arise in view of the reply to part (b).

Information promised in reply to part (c) of starred question No. 1440, asked by Dr. Sir Zia Uddin Ahmad, on the 28th March, 1945

LOW SALARIES AND OTHER GRIEVANCE OF STAFF ON OUDH AND TIRHUT RAILWAY

The District Traffic Superintendent in charge of Travelling Ticket Examiners is a resident of Azamgarh District. He has one son employed on the Oudh and Tirhut Railway in the capacity of a Permanent-Way Inspector.

Information promised in reply to part (b) of starred question No. 1500, asked by Mr. Ram Narayan Singh, on the 2nd April, 1945

COWS, ETC., KILLED FOR MILITARY PURPOSES

Year	Cows	Goats	Sheep	Total
1939-1941	..	..	..	Nil.
1942	883	..	..	883
1943	14,504	..	88	14,592
1944	6,036	9	411	6,456
1945	381	..	..	381
TOTAL	21,804	9	499	22,312

Information promised in reply to parts (a) to (d) of starred question No. 1656, asked by Mr. Ananga Mohan Dam, on the 5th April, 1945

NATIONAL SAVINGS FORTNIGHT HELD IN DELHI

(a) Yes.

(b) Yes, except that the Committee has since resolved that certificates (of two classes) should be given, instead of letters of commendation.

(c) Authorised Agents who have collected Rs. 25,000 or more. 21.

Authorised Agents who have collected not less than Rs. 10,000 but less than Rs. 25,000. 29.

(d) The certificates have not yet been handed to the recipients for the reason that the collection of final figures from the authorised agents who number altogether some eight hundred has only recently been completed.

SHORT NOTICE QUESTIONS AND ANSWERS

CLOTH FAMINE IN BIHAR

Mr. Satya Narayan Sinha: (a) Is the Honourable Member for Industries and Civil Supplies aware that there is an acute famine of cloth in Bihar for the last few months and it has been aggravated recently on account of marriage seasons when the rich and the poor all require cloth for the ceremonies?

(b) If the reply to above be in the affirmative, what steps is he going to take to relieve the situation there?

The Honourable Sir M. Azizul Huque: (a) I am aware of the cloth position in Bihar. I take it that even though this is the marriage season which has created certain temporary difficulties, the Government of Bihar is doing its level best to deal with the situation.

(b) Having regard to the general cloth position in the country, I can assure my Honourable friend that I shall do my best in the matter.

Mr. Satya Narayan Sinha: Has the attention of the Honourable Member been drawn to a report which has been published that all the shops in Patna were forced to close down because of the great rush of people for purchasing cloth?

The Honourable Sir M. Azizul Huque: I have seen press report to that effect.

Mr. Satya Narayan Sinha: That gives you an idea of the situation prevailing there.

The Honourable Sir M. Azizul Huque: I have seen the press report.

Mr. Ram Narayan Sinha: What are the steps which the Honourable Member has taken to relieve the situation?

The Honourable Sir M. Azizul Huque: All possible steps that can be taken. I have got to send supply to Bihar without doing any harm to other parts of India. That is the only step I can take.

NATIONALISATION OF HEAVY INDUSTRIES

Sri K. B. Jinaraja Hegde: Will the Honourable Member for Planning and Development be pleased to state:

(a) whether it is a fact that the Standing Committee for Planning and Development recommended the nationalisation of heavy industries in the country; if so, what the industries coming under that category are; and

(b) whether the recent 1970-75 loan of 40 crores issued by the Government of India has anything to do with the starting of heavy industries in the country; if not, what the purpose of the loan is?

The Honourable Sir Ardeshir Dalal: (a) Some members of the Standing Committee recommended the nationalisation of some industries.

(b) No. The loan forms part of Government's borrowing programme for 1945-46 and the proceeds will assist the building up of the Government's resources for purposes of reconstruction during the first effective post-war quinquennium referred to in para. 56 of Sir Jeremy Raisman's speech introducing the Budget for 1944-45.

Mr. T. S. Avinashilingam Chettiar: May I take that it would be more correct to say that a majority of the Members recommended nationalisation of some major industries?

The Honourable Sir Ardeshir Dalal: The proceedings of the Committee are supposed to be confidential and only the inaugural meeting has just been held, even the minutes have not been confirmed, and as mentioned in the report of the Committee on Standing Orders, the issues placed before the Committee and the decisions arrived at will in proper time be reported to the House.

Mr. T. S. Avinashilingam Chettiar: Sir, I am sorry the question has not been understood at all. The Honourable Member said that some members recommended it. I asked him whether it would be more correct to say that a majority of the members recommended it, because that will give us some idea of the position.

The Honourable Sir Ardeshir Dalal: In that case the whole of the proceedings will have to be conveyed to the House in order not to convey an incorrect impression to the public. The best course would have been not to answer this question at all; but I have accepted this short notice question and gone out of my way to give this answer.

Mr. T. S. Avinashilingam Chettiar: Having accepted it will the Honourable Member be more exact and represent the proceedings of the Committee more correctly?

The Honourable Sir Ardeshir Dalal: Only three industries were recommended for nationalisation by a majority.

Dr. Sir Zia Uddin Ahmad: Can the Honourable Member mention the names of those industries?

The Honourable Sir Ardeshir Dalal: I am not prepared to go into any more detail.

MESSAGE FROM THE COUNCIL OF STATE.

Secretary of the Assembly: Sir, the following message has been received from the Council of State:

"I am directed to inform you that the Council of State at its meeting held on the 11th April, 1945, agreed without any amendment to the following Bills, which were passed by the Legislative Assembly at its meetings held on the 2nd and the 3rd April, 1945, namely:

1. A Bill further to amend the Factories Act, 1934;
2. A Bill further to amend the Indian Companies Act, 1913;
3. A Bill to amend the Indian Merchandise Marks (Amendment) Act, 1941;
4. A Bill to repeal certain enactments and to amend certain other enactments;
5. A Bill further to amend the Indian Army Act, 1911; and
6. A Bill further to amend the Indian Air Force Act, 1932."

DEMAND FOR SUPPLEMENTARY GRANT FOR 1945-46—RAILWAYS— contd.

DEMAND NO. 6-G—WORKING EXPENSES—MISCELLANEOUS EXPENSES—contd.

Mr. President (The Honourable Sir Abdur Rahim): The House will now resume discussion of the supplementary demand for Rs. 82,00,000 in respect

of Railways moved by the Honourable Sir Edward Benthall. Does Mr. Neogy wish to move his amendment?

Mr. K. C. Neogy (Dacca Division: Non-Muhammadan Rural): No, Sir.

Mr. President (The Honourable Sir Abdur Rahim): Mr. Deshmukh who gave notice of another amendment is absent. Therefore Mr. Ayyangar will continue his speech.

Mr. M. Ananthasayanam Ayyangar (Madras ceded Districts and Chittoor: Non-Muhammadan Rural): Sir, I do not wish to add anything to what I have said so far as the first clause is concerned. As regards the supplementary demand itself I should like to make an observation. This is an unusual supplementary demand and it ought not to be made a precedent for the future because it would open the way for other demands that are thrown out by the House during the budget Session to be brought up later on during the same Session when the House is thin or Government have got a majority. Therefore I suggest that such a practice ought not to be followed. Even if, as has happened now, the demand is thrown out by mistake, a supplementary demand in the same Session should not be made.

Mr. President (The Honourable Sir Abdur Rahim): Does the Honourable Member suggest that it is not in order?

Mr. M. Ananthasayanam Ayyangar: No, I do not say that. I am aware of the rule which says that a supplementary demand may be brought in even though the policy was not accepted regarding that matter in the Session itself or otherwise. But I urge that in the case of Resolutions the same matter when it is thrown out ought not to be brought in the same Session; and in the local bodies like the municipalities there is a provision that when a resolution is thrown out it will not be brought in for three months after that.

Mr. President (The Honourable Sir Abdur Rahim): There is a distinction between a Resolution and a demand.

Mr. M. Ananthasayanam Ayyangar: It is true, but the difficulty is that we are getting thinner and thinner as the Session is coming to a close. Government may summon all their resources at any time. Therefore in the interests of propriety and justice to the House this ought not to be made a precedent. That is all I wish to say regarding the supplementary demand; and in as much as the demand was thrown out by a mistake I heartily support the restoration of the grant.

Mr. Abdul Qaiyum (North-West Frontier Province: General): Sir, regarding this new move for the restoration of the grant of Rs. 82 lakhs which had been thrown out, I wish to say just a few words. It would be idle to deny that some good has come out of the rejection of the grant. It would also be idle to forget that the Honourable War Transport Member is today in a different mood to what he was in when he was moving for the original demand of these 82 lakhs. Then he was in a more militant mood; and at that time outside capitalist interests which were looming large in the background, were prowling around this House hoping that they would be able to get a substantial share in the new road transport companies which were going to function in the future. Whether the cut was tacked on to the right grant or the wrong grant is not a matter of much consequence now; but the decision which has been arrived at between the War Transport Member and the Leaders of the Parties in the House about road-rail co-ordination is a just decision, a good decision; and in as much as it has involved a change in the attitude of Government it shows that better counsels have begun to prevail on the other side. And we hope that in other and larger issues also, the Government of India, before it becomes extinct will bow before the inevitable and act according to the desires of the elected part of the House.

I am not going to criticise the decision which has been arrived at. I have read the decision; and I have read the agreement, and I think it is a fair agreement. We were very much concerned about the fate which was going to overtake all those people—individuals and companies—who were at present

[Mr. Abdul Qaiyum.]

running our road transport in different parts of the country. We really felt that they were not having a square deal. We were also conscious of the fact that the road transport companies were not in a position to give that efficient service to the public which the public desired, even though they were charging amounts which were almost the same that the railways were charging. But the amenities and comforts which even the defective railway system provides to the public, were lacking in the case of the road transport companies. All the same we were very anxious that these people should not be unceremoniously thrown off the road. These people were experiencing a lot of difficulties because the new trucks which were reaching this country under the lease-lend arrangement, were not being given to them. They were having difficulties in the matter of getting their licenses renewed; and very large capitalist interests were trying to influence the provincial Governments and the provincial road transport authorities to give them a dominant voice in the formation of new companies.

I am glad that the new arrangement which has been arrived at, is very satisfactory, because the railways will have a share in the road transport services. We welcome the participation of the railways because, after all, the railways belong to the people; and if there are any benefits which are likely to accrue, they will also go to the public treasury and will be available for the use of the public. It is also a good thing that the Provincial Governments will come in and take a share in the road transport companies. But the most redeeming feature of the new scheme is that large capitalist enterprises, some of which were foreign, will not be allowed to come in; but any shares which are left over after the three categories have exhausted their quota, namely, the railways, the Provincial Governments and the existing road transport companies, will be thrown open to the public. This is the most welcome feature of the scheme and, at the same time, as the Honourable Member said in his speech. "Shares offered to the public will be spread over as large a number of shareholders as possible with, if it can be arranged, a restriction on the voting power in order to prevent individual capitalists from a controlling interest".

This is a very welcome sign and a very welcome decision, but there is one thing which is laid down in para. 13 to which I wish to draw the attention of the Honourable the War Transport Member. Like some of my Honourable friends, I am not going to criticize the agreement, because I have said I fully accept the agreement which has been arrived at by my Leader and which I think is the best in the circumstances. But at the same time I must say that very much depends on the spirit in which this agreement or post-war policy is to be worked. I hope and trust that the old spirit under the old policy under which these road transport people were being unceremoniously crowded out, will cease to be enforced and that a new spirit will be at work; and that this agreement will be worked in the spirit in which it has been arrived at by the Parties in the House which had absolutely different views on the subject.

There is one thing more on which I wish to draw the attention of the Honourable Member. In para. 13 it is stated:

"Finally, the discussions have shown that there is considerable consensus of opinion, that in the formation of road transport companies managing agencies should be avoided"

This is all to the good. But we find further on:

"This principle is fully accepted by Government, but it is possible that certain Provincial Governments or certain Railways who may have already gone so far with negotiations with road transport interests that they are to a large degree committed to a managing agency."

The Honourable Member has stated, in the course of this agreement, that he would try to induce the Provincial Governments to fall in line with the all-India policy. It is a very desirable object; and I want the Honourable the War Transport Member to bring his power of persuasion and also his gentle pressure—which he knows how to do—to bear upon the Provincial Governments, especially those Governments which are under Section 93, and

say that the managing agency system is not to be brought into practice and that those who have committed themselves should be induced to terminate these agreements if they can conveniently get out of it.

So much about the agreement. The agreement is all to the good and much depends on the spirit in which it is going to be worked. But speaking purely personally for myself, I say that I am of the opinion that the policy of *laissez faire*, or cut-throat competition, as it is laid down in this agreement, is a very bad policy indeed. I do not see eye to eye with one item namely that a unified road-rail co-ordination policy for India is a utopian measure. It is a dream which is not likely to come into existence very soon. That is a frame of mind which does not appeal to me. We must in this country have a scientifically planned rail-road policy and it should be an all-India policy. They should all work under the same principle and it should apply to all the various parts of the countries. We want uniformity, and without uniformity and co-ordination it would not be possible to work this arrangement in a satisfactory manner.

Therefore I want the Government of India to get out of this idea that it is a mere dream which is to be realized sometime in the distant future. I am not one of those who believe that the Government of India is so powerless, that the Government of India is so helpless that they cannot do anything in securing uniformity of policy, a co-ordination between the rail and road transport, and that they cannot do anything in the matter. I want them to have a well-planned policy for the whole of India, and I am sure that all the enlightened Provincial Governments, especially those that have been elected on the popular ticket, will not stand in the way because where the larger interests of the country are concerned, provincial prejudices, I am sure, will not be allowed to militate against an all-India policy.

Sir, I commend this agreement to the acceptance of the House; but I do repeat once again, before I resume my seat, that I want the Honourable the War Transport Member to see that the agreement is worked in the spirit in which it has been arrived at, because that is of the greatest consequence. There is a sort of lurking fear in the minds of those who are running the road transport services. It is quite possible that the fears are exaggerated; that the fears have no foundation whatever; but much will depend on the spirit in which it is worked; and I hope that this agreement will be put into practice and will do away with a lot of evils which are afflicting our road-transport services at present.

Sardar Sant Singh (West Punjab: Sikh): During the course of the passage of the Motor Vehicles Bill in this House in 1928, those of us who participated in the debates of those days were afraid that the aim of the Bill was not really railroad-co-ordination but domination by the railways over the road transport services. Dr. Sir Zia Uddin in the course of his speech warned the Government in this respect when he was making his observations on the Bill. His words were: "It will seriously affect the road service in this country." That was his observation then; I do not know what his present attitude is with regard to this supplementary demand today. At the same time, Sir Kenneth Mitchell while assuring the House, used this expression: "I deny that the Bill enjoins forced partnership between motor transport and State Railways." That was the understanding given to the House at that time. My Honourable friend, Mr. Bhulabhai Desai, during the course of his speech gave expression to the same fear. While discussing the same question of co-ordination, he said: "This clearly shows domination of the Railways and not co-ordination which is alleged to be the motive for passing this Motor Vehicles Bill."

Sir Cowasjee Jehangir (Bombay City: Non-Muhammadan Urban): That was in 1938. Now we are in 1945.

Sardar Sant Singh: What difference has that made. During the seven years which have elapsed, the Railway Board have gone back on that policy, which probably is due not due to experience they have gained but because they have got powers under the Defence of India Rules. They are utilizing this power to the fullest extent. The import of motor vehicles stopped due to the war. Later on, when the vehicles were imported, they were to be disposed of by

[Sardar Sant Singh.]

the orders of the Government according to their wishes, so that the Railways seem to have taken advantage of this and have tried to acquire those vehicles for their own purposes. The result has been the change in policy. My submission with regard to this supplementary demand is that the new policy which they now want to lay down has formed the basis of some agreement between the Leaders of the Parties and the Government in entirely controlling the road transport of the country. As it has been agreed to by the principal parties in the country, it is no use crying in the wilderness and opposing this, but it is certainly of use to protest against this new policy which has been adopted over the head of the transport operator.

If the present policy is to continue, Sir, and to be given effect to, then in that case I will ask the Railway Board to give a definite assurance to the operators. This will go a long way to satisfy their fears. The first assurance that I want is that in the proposed scheme of co-ordination, the operators want to be assured that they will have an equal voice with the Central Government-cum-Provincial Government and not one-third as at present—the provincial interest, the Central Government interest and the operators' interest. What they want is that the operators will have an equal voice in the formation of policy and the settling of the details as the two Governments will have in the future working of this policy. With this is allied the question of financial contribution to the scheme of things, the operators portion of the financial interests in the scheme should be equal to that of the two Governments. The third point on which they want an assurance from the Government is that the present permit holders want to be guaranteed their present position till the new policy takes shape.

An Honourable Member: Who is to be guaranteed for?

Sardar Sant Singh: Operators. That is to say in the motor transport the *status quo* is to be maintained. What they mean is that no new permits are to be issued to outsiders. The present permit holders will not be denied the renewal of their permits and they will be allowed to continue until the whole scheme is settled and in working order. Before this policy takes shape certain settlements will have to be made with those who are engaged in this industry today and those settlements may contain several points of dispute and controversy between the parties. The operators desire an assurance that in the matter of assessment and settlement of other details, if there is a difference of opinion and dispute, the matter will be referred to arbitration of some judicial officer of a high standing so that they may have an opportunity to place their point of view and get a decision upon those points.

Then there will be the question of fixing of zones, deciding of routes and similar other matters. In this the operators desire that their wishes as expressed through the All-India Motor Congress Union should be considered seriously before any policy is decided upon. The Honourable Member in charge of War Transport laughs over these things. I am unable to appreciate this laugh but I want to know whether he has in mind some other body, some other institution, which he wants to consult in this matter. So far as the motor union is concerned, I understand that there is only one union, the All-India Motor Congress Union. There is no other rival body. There will be no difficulty in consulting their representatives in this matter. In several other departments of life there are rival institutions but it is peculiar to this institution that there is no other body which will stand in the way of the authorities consulting it or even questioning the right of this body to represent them in this connection. I would like, Sir, that this assurance should be held out before this new policy is put into practice. I agree with Mr. Abdul Qaiyum when he said that this agreement goes to some length. Now it is to be seen in what spirit it is to be worked. The spirit in which this agreement is to be worked will be the spirit which will mark the progress of this new experiment in this sphere of life.

I will therefore suggest that instead of using the usual methods which have been used in this country in most departments of life, namely bringing coercion to bear upon the weaker party, if it is to be a partnership, each partner

should have equal rights to modify the policy and to work the details. If this assurance is held out I am sure that this policy will be acted upon in the spirit which will advance the interest of the railways as well as roads concerned.

Mr. Lalchand Navalrai (Sind: Non-Muhammadan Rural): We are discussing this very important point and the subject is. . . .

Mr. President (The Honourable Sir Abdur Rahim): It has been very fully discussed too!

Mr. Lalchand Navalrai: Let me remove the fear of the Chair that I will speak for long. What I mean is that it has been discussed, no doubt, but I think it has been wrongly discussed. In other words, it is a subject which has been discussed in a roundabout manner. The real issue is only a small demand that has been asked to be passed by this House. So far as the demand is concerned, there is no objection to allow that demand. But I wish to understand if the Government is really serious and honest in laying down a certain policy of co-ordination with the motor concerns. The fear with me is this that to my knowledge from past practice I have reason to believe that the Government has hitherto not done any co-ordination with the motor concerns but has on the contrary dominated them and competed with them. Therefore the main question is: is this co-ordination or is this competition? If it is competition, then the motor industry will be ruined, as they have been prejudiced up to now. I know that just before the war motor concerns were flourishing, because there were no obstructions or restrictions against them. Then the railways became greedy. Though they were earning so much themselves without giving proper conveniences and by overcrowding in trains, yet they wanted to earn from these motor transports also. With that view they began first of all putting obstructions in the way of the motor concerns by saying that motors should not work on roads parallel to the railways. Then they said that motor companies ought to be licensed and that there ought to be Inspectors over them. Then the war came and they put handicaps in their way. In other words, they do not get any petrol nor motor cars. Therefore the motor concerns have more or less been ruined. Therefore if a similar policy is going to be laid down I strongly object to it. I think the House will agree with me that if the former practice is going to be followed, then motor concerns will be stopped altogether and the railways would work their own motors to the prejudice of the private concerns. But they cannot do so to the extent which is required in India. If they are unable to do so, then they have no business to put any obstructions in the way of motor concerns.

My Honourable friend Mr. Abdul Qaiyum said that the Leaders of Parties have come to some understanding with the Honourable Member regarding the scheme, as he called it. I do not know what it is. But I submit that my leader will throw light on this more than I can but I feel that the understanding that may have been arrived at between the Leaders and the Honourable Member (to which of course our Party must also have been responsible) is not a complete agreement from what I have heard and seen in the papers. It is a summary understanding tentatively arrived at and is subject to the consent of the local Governments. If that is so, then it is nothing. I know Mr. Abdul Qaiyum appealed to the Local Governments to accept this. Do not bind them that way. Leave them free and let us see if they agree, because they know more about the interests and the welfare of motor concerns.

Mr. Abdul Qaiyum: Including the Sind Government?

Mr. Lalchand Navalrai: Certainly the Sind Government is sometimes very wide awake.

Dr. P. N. Banerjee (Calcutta Suburbs: Non-Muhammadan Urban): Not always.

Mr. Lalchand Navalrai: What I am submitting is this that the negotiations that have been done cannot be accepted by the House all at once. Whatever arrangements may have been made, the Provincial Governments have to be consulted as also associations representing motor concerns.

The Honourable Sir Edward Benthall (Member for Railways and War Transport): Sir, I think I should perhaps point out at this point that there

[Sir Edward Benthall.]

are no arrangements with the Leaders of Parties or anybody else save those contained in my speech which sets forth the policy of the Government.

Mr. Lalchand Navalrai: That speech was read here and I also read it in the papers but I do not think it is very easy to understand what the real spirit underlying that is. It may be as you say but what is the guarantee that it will be practised? The other day he did make a statement and if he had not made it this question would not have come before this House. Once it was refused and therefore the Honourable Member had to induce (I do not say seduce) us to accept the scheme. It should be considered after consultation with those bodies which are concerned in these matters and then after the scheme has matured it must come before this House. It is only then that we will have to consider it. Therefore I would request the Honourable the Railway Member that if he has to do any co-ordination with them, we have no objection, because otherwise he will be very strong and will ruin the motor industry, even though he may not supply proper motor conveniences and even though the trains may go overcrowded. Therefore I submit that fair and just co-ordination may be done but not discrimination or domination over them. This is the main point I am submitting to the Honourable Member and the House and all those who have been negotiating the scheme. Past experience has taught us how domination goes on. Honourable Members will remember that in the beginning when the question of deciding the relations between the motor transport concerns and the railways came up, there were many representations. Even books were written on this subject and sent to us and to the Honourable Member. Now the grievances are all there. They have to be considered. There is no more loose talk required. You are actually planning. You are laying down a definite scheme. I do not propose to speak more but I know that the Honourable the Leader of my Party will make it plain as to what we have agreed to and what my Honourable Leader has actually said. So far as I understand any talk that has taken place up to this time was only for war time and not for planning after the war.

Mr. Abdul Qaiyum: It is post-war policy.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member would do well to leave it to his Leader to clear it up.

Mr. Lalchand Navalrai: My submission is this that nothing is clear to us. No agreement is final. Therefore very great care should be bestowed on this question and any consent given to it either by this House or the public should be done with the greatest caution.

Mr. T. S. Avinashilingam Chettiar (Salem and Coimbatore *cum* North Arcot: Non-Muhammadan Rural): Sir, before going into the merits of this matter I would like to congratulate the Honourable Sir Edward Benthall on the new method that he has devised. It is really a welcome feature that Members of the Executive Council, before making serious and sound proposals, should take the Leaders of Parties into their confidence. He has done well in this matter and I hope this example will be followed by others also. I

12 NOON would like also to congratulate his lieutenant at his back, Mr. Zahid Hussain, who, I understand is leaving the Government of India for another place. During the very short time he has been here in this Assembly, he impressed me well, anyway, and I wish him good luck in his new sphere of activity and I hope he will have greater opportunities for doing good to the people of that portion of the country.

Coming to the merits of the statement, I generally support it; and while doing so, I would like, if I may, to give a few constructive suggestions for improving it. One statement in this agreement, or, as I would like to call it, statement,—in para 19—has created some misgivings. In the latter portion of para. 18, while condemning the managing agency system, the Honourable Member goes on to say:

"This principle is fully accepted by Government, but it is possible that certain Provincial Governments or certain railways may have already gone so far with negotiations with road transport interests that they are to a large degree committed to a managing agency."

I have been pursuing this question for some time, and in answer to questions I have not received a definite reply till now that any Provincial Government or any railway has committed itself to any method at all till now. I have it in black and white from the Honourable Member himself that no province has come to a decision over this matter and no railway has come to a decision. If that is so, I do not see that there is any necessity for this reservation. I would like him to say here and now which province and which railway has definitely committed itself. As far as I know, from the questions which the Honourable Member himself has answered, no province has committed itself to this managing agency system: in fact no decision has been come to anywhere: we have it on the authority of the answers of the Honourable Member. This is how it happens: you concede a law and make a proviso which takes away all the liberty that the law gives: sometimes it happens like that; but I trust it will not happen in this case, that while condemning the managing agency system there is this clause in para. 13 which saves the managing agency system in cases where the agreement was arrived at before this was put into action. I hope that will not happen and the statement of the Honourable Member that the managing agency system will not be resorted to with these companies will be a cherished fact when it comes into action.

Now I come to the other considerations. Any plan for road transport must satisfy two conditions. One is that it must give justice to the present investors and give the utmost help to develop the future transport industry of this country on good lines. I find an attempt has been made to meet the present investors. While generally accepting this, I would give him only two suggestions, if I may do so. One is this: when you consider the investments from the present investors, you will have to create machinery by which you will properly evaluate the present investments in road transport. I hope he will constitute the proper machinery for that purpose. It is difficult to say anything more definite about it now; it must be left to the future arrangements, that may be made under this statement. While on this matter, I would refer to para 11. That para. says emphatically that large capitalist interests outside the motor transport trade should not be allowed to seize this opportunity to secure a hold on the country's transport. But what about the present large capitalist interests. We are afraid that all these things will come to light in the working.

As far as Madras is concerned. I know that interests which are mainly European with Indian names, with names of Hindu gods and goddesses, have taken hold of this trade today and we do not want any concern to be in the hands of foreigners. I can understand that while accommodating Indian investors you have also to accommodate the European investors and treat them on a par with Indians. But I would like to give him a constructive suggestion as a way out. Road transport is going to be in the future as important as the rail transport because it will have many branches into the villages. In future I think it will be as important, if not more important than the rail transport. In those circumstances I would not like that this large national transport industry should be in the hands of companies whose objective will be profit. I give two constructive suggestions in this matter. Just as when the railways were registered a clause was put in that the railways can be acquired by the State after a certain number of years, at a certain rate, I should think that whenever companies are floated, admittedly to suit present conditions, the future should not be mortgaged to them eternally. A clause must be introduced into those contracts that after a certain number of years—10 or 12 or something like that—it must be open to the Government, Provincial or Central, to acquire those companies. It is not a new thing. Such provisions do exist in the case of railway companies which run the railways today and it is under that provision of law that the major railways in this country have been acquired by the State, and I would like to ensure for the State that when the occasion arises, that it may be possible for them to acquire these transport concerns. While doing that, I would like to put in another restriction that the dividends that might be paid by these companies should be limited. I do not want the shares of these transport companies to go into the money market

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and become a matter of speculation. There is always a degenerating effect when shares are purchased at a higher value. When shares are purchased at a high value the tendency is to get more profit that always degenerates the service that it can give. So I do not want that the shares of these transport companies which we are forming today in 1945, knowing the full assets of the existing organisations—I do not want these shares to go into speculative markets: I want to put a limit on the profit of these shares, so that the main objective of these companies will be public utility and not private profit. I hope that these two suggestions will be considered by the Government and will be incorporated in any agreement with any company that may come into existence.

While organising these companies, I would like him to organise them on a smaller basis rather than on a larger basis. I will make myself understood presently. If a company is floated for the whole province—Madras or Bengal, the money that will be required will be to the extent of Rs. 50 lakhs or a crore, and the manager or the managing director, whoever he may be, that may be chosen for that company will necessarily be a company or a set of private individuals who will contribute a very large amount. This has two disadvantages. One is that it will drive the management into the hands of capitalists, Indian or foreign and that the smaller bus owners can only be clerks in those companies and efficiency also will suffer if these companies are allowed to manage large areas. Considering these three disadvantages, I would submit, that these companies should be formed for manageable areas; it may be two districts or three districts or one district, so that smaller men can become managers or managing directors in those areas and then the management will be in greater touch with the people whom they serve. I would suggest that that view may be considered. Companies should not be organised for huge areas which may become unmanageable in future.

Another point which I would put to the Honourable Member is this. When shares are issued to the public, they should be issued on the model of the Reserve Bank. The point I want to make is this—that they should be distributed, just as the shares of the Reserve Bank have been distributed, over a large number of people. Sometimes political significance is attached to them and many rich people may corner those shares. But in spite of it these shares if they are issued must be issued on the Reserve Bank model.

These are the few constructive suggestions which I thought may be of benefit to the Railway Member. I hope he will give us his considered opinion over these suggestions and I hope that his statement, when it comes to action, will really work in the best interests of this country.

Dr. P. N. Banerjea: Sir, so great is the prestige of democracy in these days that even a multi-millionnaire like my Honourable friend Sir Cowasjee Jehangir takes pride in calling himself a democrat. I do hope and trust that the day will soon come when he will become a true democrat after giving away his huge wealth for purposes of public benefit. Until then, we shall call him a pluto-democrat. On the other hand, I am a poor man; I am a common man, a man belonging to the demos and therefore I am a real democrat. Now, if a pluto-democrat like my Honourable friend Sir Cowasjee Jehangir considers it his duty to consult his party of one member.

Mr. President (The Honourable Sir Abdur Rahim): I do not think that Sir Cowasjee Jehangir is under discussion.

Dr. P. N. Banerjea: No, no. He is not under discussion. I am paying him a compliment.

I feel that it is more incumbent on me to consult my party on an important question like this. Therefore, I did call a meeting of my party and after very careful consideration my party came to a definite decision on this question. My party was prepared to restore the grant of 82 lakhs in the Railway Budget for the purpose of easing the transport situation in the country at the present moment. But my party was not prepared to commit itself or the country to a post-war

transport policy. That was the position of my party at the time when the meeting was held. We knew that there was a great deal of congestion on the Railways both in respect of passenger traffic and in respect of goods traffic and it was the desire of my party to help to relieve the situation if such a relief was possible by making temporary arrangements on the road. At the same time my party felt that it would be wrong on our part to tie-up the hands of the future Central Government or the future Governments in the provinces with regard to a post-war policy of road-rail competition. I communicated this decision to the Honourable Transport Member both verbally and in writing, and I and my party still hold that opinion.

In this connection I am free to admit that the Honourable the Transport Member during the discussions which we had with him showed a very democratic spirit and he accepted almost all our suggestions. But, Sir, the fundamental difference between him and ourselves still remains. He wants to commit us to a policy of post-war rail-road co-ordination, but we want to help him in respect of arrangements which he may consider suitable for the duration of the war. That is the point of difference between us. Now, Sir, as he has already shown a great deal of democratic spirit, I would request him to go a little further and try to bring about a solution of the difficulty. The Honourable Transport Member made a statement the other day and he also made a speech when he introduced the Railway Budget. Let him treat the views expressed by him as his personal opinion on the transport policy. But I would request him not to impose this opinion on this House. Let there be freedom on both sides. Let him stick to his own opinion, but let him also give freedom to us so that we may be able to raise this question, if necessary, at a later stage during the life of the present Assembly or that the Central Government of the future or the future Governments in the provinces may have their say in the matter. If we divide this question into two parts, namely, the present arrangements for the duration of the war and the post-war transport policy, there will be no difference existing between him and ourselves. I hope that the Honourable the Transport Member who has agreed with us to a very large extent will not deny us the opportunity of meeting fully his desire with regard to the restoration of the demand. We are prepared to restore the demand, but we are not prepared to commit ourselves to a future rail-road co-ordination policy. That is our position. But I hope and trust that the Honourable Transport Member will agree with us in thinking that the future may be allowed to take care of itself. Sir, I am prepared to support the restoration of this grant without prejudice to the future.

Mr. Hoosainbhoj A. Lalljee (Bombay Central Division: Muhammadan Rural): Sir, I join my friend on the other side in congratulating the Honourable the War Transport Member for the new policy that he has laid down, namely, to consult the Opposition before bringing in his grant which had been rejected. That is what he said the other day. Sir, I am not one of those who ever felt that there will be no good out of consultation with anybody on any question in which the other man is interested. It has always been the practice in civilised countries that the opposition leaders have been taken into confidence. A similar practice was started in this House in 1938, but unfortunately that practice has been given up. It was on the question of sending the Indian troops beyond the Indian frontiers that the Government through Viceroy made it a point to discuss or at least to lay before the Opposition Leaders, Mr. Bhulabhai Desai and Mr. Jinnah, their policy. It was a very welcome move on the part of the Honourable the War Transport Member that he has thought it fit to consider that the Opposition may be taken into confidence. Very recently, when we were discussing International questions, I did point out, and so did my friends on the other side, that many agreements were being made by Government with other Governments but there were always confidential arrangements attached to them which were not known to the public. It has invariably been the practice in other countries that whenever the Government made an agreement with any other party, there have been two agreements, one was the agreement for the public and it is a

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well-known fact that the other agreement which was there had always been communicated to the Leaders of the Opposition. I ask my friends on the Treasury Benches to insist why should they not follow in this country the practice which has been followed in England? Whenever a confidential arrangement is being made by the Premier or by the Cabinet in England and if it is not in the interests of the public to publish it, it is at least placed before the Opposition Leaders. This is an important question as it lays down a principle of rail-road communications and for the future development of our railways and roads. In 1938 we had a full discussion on that subject.

Sir, I do not think it will always be the case that our railways will make huge profits as they have done now. At present they have been able to make huge profits for two reasons. One reason is that they have put up the rates and the second is that they have huge military traffic to tackle but the important thing to remember is that there have not been renewals and repairs as they were necessary. But these conditions cannot last long. The freights and the rates that are being charged to the public at present are exorbitant and the country cannot afford to pay them always. Besides, it should now be realised that the railways are now the property of the Government of India and it is our duty to see that the railways give us such a return as would enable the Government to keep them up at a fair level and also at the same time to keep the rates and freights at a fair level. Therefore, I do believe that the road communications should be made in a way that they do not adversely affect the railways.

When we were discussing road communications, I did point out that the river traffic has also to be developed. We have already found out that river traffic is very essential in times of war, and may I tell my Honourable friend that even the country-craft have been playing a most useful part so far as this war is concerned? The Government have taken care to develop country-craft on the Western coast and they with the steamers and the railways are doing a most useful work. Not only that but it is a well-known fact that in order to relieve the railway congestion, cotton from the Punjab to Bombay side is being brought from Karachi to Bombay by country-craft and the Government pays 75 lakhs of rupees for the insurance charges out of the general revenues to help Railways to keep up this line as well as to protect the business of cotton coming from the Punjab to Bombay via Karachi by means of these country-crafts. In fact, I was often surprised how the Government of India and how the Finance Member could justify spending 75 lakhs of rupees on the insurance of businessmen's cotton that these country-crafts bring from Karachi to Bombay. But I was told that because the railway facilities could not be made available now and these lines should be kept up that the General Exchequer had to pay this amount to keep up these lines and the trade and commerce. But it ought to have been a charge on the railways. My contention is that the railways should pay. But we had created another Fund which is called the War Risk Fund in which we have accumulated nearly 36 crores of rupees and I believe it is out of that fund that these 75 lakhs have been taken and given away. I must say, however, that the insurance rates that the Government in Commerce Department have been able to arrange and to get are very economical rates and although many businessmen do think that this was an indirect way of subsidising some Insurance companies but it is not so. The real fact is that the railways could not cope with the traffic and lines had to be kept up, therefore the country-craft had to be encouraged and even the losses which would have been incurred by the merchants and industry were paid by our Exchequer to the tune of 75 lakhs of rupees.

I have stretched this point at some length because I want to impress on the House the development of country crafts and river crafts are as much important as the development of roads, since the railways have become the property of the State. I do hope that the Honourable Member for War Transport will consider the question of country crafts seriously. These country crafts

have been brought into existence, they are being fitted with motor power with small engines. I am sorry to bring to the notice of the House that during the last war 1914-1918 several such important industries which were developed were discontinued as soon as the war was over. This was due to pressure from vested interests. I hope the Government will not pursue a similar policy now after this war is over. I also wish to point out that in making agreements with any gentleman or any company, the points which Mr. Chettiar referred to should be taken into consideration. Shares must be distributed among all classes of people. The shares should not be concentrated in the hands of any single gentleman or big group or very few rich people or otherwise the result would be that they will come to have influential interest in that undertaking which would then stand in the way of development of other resources in the country. Another point I wish to stress is that the agreement should not be entered into for any long period. In fact the agreement which you are going to make at present will be in provinces which are governed by section 93 where there are no popular Legislatures. Honestly speaking I feel the Government of India will advise the Governors of those provinces and they will simply carry out the orders of the Government of India. Of course the Governors will express the views on behalf of their respective provinces, but they will not be the views of the public of those provinces. If the Legislatures had been functioning in those provinces, then those Legislatures could have been consulted. In the absence of the Legislatures in those provinces, I do request that the agreement which you may make should be for as small a period as possible in order that if and when the legislatures come to function they may have the opportunity of expressing their views with regard to the agreement, for its renewal or otherwise. If you make the agreement for a long period, such as thirty years, then the liability will be there. The utmost that the Legislature, when it comes to function, can do is to break that agreement by paying heavy compensation which nobody would like to do. Therefore the agreement should be for a small period and it should also be subject to the condition that it can be brought up with a reasonable time notice before the Legislature whenever those Legislatures come to function.

Unfortunately very recently one of the most important provinces in India, Bengal, has passed under section 93 regime. The river communication plays a very important role in Bengal. As a person who has had long dealings with Bengal, I can assure the House that development of river transport is very very essential for Bengal, and the railways ought to take the development of river communication much more seriously there than the development of roads. Bengal is not a small province. Everything there depends upon river crafts. Thousands of tons of cargo are discharged in Calcutta harbour through river crafts and everything that comes to Calcutta is taken into its interior through the river. Very little proportionately commercial traffic goes through roads. Moreover very little could be done for roads there because roads cannot be easily built on account of soft nature of the ground and also owing to heavy rains. Therefore, it is equally necessary that river communications should be developed in Bengal simultaneously or much more than road and that too without delay.

Furthermore in forming these companies, one has also got to take into consideration the right of the existing companies to get a fair deal. Small people may be given some help, they can co-ordinate with big companies. Small lines with a range of 15 to 50 miles, with one or two motor buses must be co-ordinated rather than monopoly be given to some big companies for all the roads in the province. The big main trunk roads connecting important cities may be taken over in co-ordination with companies, but small connections which are being run with one or two buses must not be entirely broken. After all by these small connection and otherwise, people have a tendency to look to the mechanical development of the country. These small parties and companies become their own workmen, their own foremen, and as such they form a very

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useful limb in the development of industries special mechanical in the country. In fact for three years after war broke out, we were very very short of motor and other mechanics, and even today, we cannot say that we have plenty or even sufficient member of mechanics, to drive or mend our cars. If you restrict the activities to big syndicates or big groups, then you will take away from the small people the initiative to look to the development of the mechanical side. Most of the people will then have to be contented with small Government jobs. I do beseech that small lines or feeders must be kept up not only that but inducements must be given to small owners by placing more cars at their disposal on easy payment system. You should not always look to a return of four or five per cent as Mr. Gwilt suggested yesterday over the monies that you may advance to these small owners. Every endeavour should be made to make people keep on to some sort of business rather than service and if they get on to the business of motor cars, which they are doing and planning, then it would be a very useful addition to the industries of the country and right employment.

I once more ask the Honourable Member for War Transport and other Honourable Members to take the House into confidence as often as possible and specially to take the Opposition Leaders into confidence as much as they can. If the Treasury Benches do that, then it will make the Opposition to take real and greater interest; otherwise the Opposition would naturally feel much if they are kept unaware of many useful activities of the Government. It is because the Government do not take the Opposition into confidence that makes the Opposition say, what are we to do, are we here only to make speeches and criticise and go away. If you honestly and sincerely take them into confidence, then the Opposition will certainly think it worth while to remain in the House and contribute their best for the betterment and development of their country. You must now definitely give the people their equal rights just as all the people in civilised world are entitled to and get from their Governments.

Nawabzada Muhammad Liaquat Ali Khan (Rohilkund and Kumaon Divisions Muhammadan Rural): Sir, my Honourable friend Sir Frederick James described the attitude of the Leaders of Parties in agreeing to reconsider the demand which was rejected by the House as a sign of approach of parliamentary mentality. I think, Mr. President, my Honourable friend was not quite correct in his interpretation of this matter. The Honourable Member for War Transport has admitted himself that when this demand was put before the House on the last occasion sufficient information and sufficient material was not made available to the Members of this Honourable House. In other words by rejecting this demand the Opposition Parties had shown that they were vigilant; they have proved that Government generally depend on their luck, And I am glad, Sir, that at least in this case the Honourable Member for War Transport has shown a mentality of responsiveness. As far as we on this side of the House are concerned, I have stated it before and I repeat it again that we always look at every question on its merits. Government should not expect that we would cast our votes blindly, as my Honourable friend Sir Cowasjee Jehangir did on the last occasion and intends to do on this occasion.

Sir Cowasjee Jehangir: Blindly? Why?

Nawabzada Muhammad Liaquat Ali Khan: Because on the last occasion on the admission of the Honourable Member for War Transport himself, he had not placed sufficient material before the House to justify it in granting the money.

Sir, reference has been made to the meeting which took place between the War Transport Member and the Leaders of the various Parties in this House. I think I owe it to the House and to the Honourable Member in charge of Transport to place the correct facts before the House. It has been suggested by some Honourable Members that my Honourable friend Sir Edward Benthall has in an insidious manner brought forward this question of post-war policy with regard to rail-road coordination. Let me tell this House that the Transport

Member would have been only too happy to get his 82 lakhs back without committing Government to any policy whatsoever. It was done at the suggestion, not only suggestion but on account of the pressing proposal that was put forward by us that before we are asked to vote this money we must know what is going to happen with regard to road-rail transport. And I may say that—I do not want to use the word "pressure"—it was persuasion from us that induced the Honourable Member to come forward and place his proposals with regard to future policy. My Honourable friend Dr. Banerjea himself has stated that whatever is contained in the speech of the Honourable Member was agreed upon between us and Government. If some of us have not been able to carry the members of our parties with us the blame cannot be laid at the door of the Honourable Member for War Transport. As far as the Muslim League Party is concerned, I am glad to state that there is no difference between me and the members of my party. We consider that in the public interest it is necessary that the people who are connected directly or indirectly with the question of road transport should have a clear indication of the policy that is to be followed in that respect. Sir, it has been stated by some of the Honourable Members who feel rather apologetic in reconsidering this matter in the form of a supplementary demand that the House was wrong when it rejected this demand because it was not connected in any way with the future policy. I do not agree with them. I think that this demand and what is being done by Government with regard to road transport and the future transport policy are very intimately inter-connected; and therefore when my Honourable friend Sir Yamin Khan had moved his out to omit this demand from the budget he was justified, and subsequent events have shown that the attitude that was taken by the House on the last occasion was a justifiable and justified attitude.

Sir, some objection has been raised with regard to the principles that are enunciated by the Honourable Member for War Transport while presenting this demand. Some Honourable Members seem to think that it would be wrong for this House to express any opinion with regard to this question of rail-road co-ordination. Sir, there are only a few alternatives which can be considered. The first is that the question of road transport should be left entirely as it was in the past, that the road operators should have a free hand to develop the road transport in any manner that they may like. I very much doubt if there is any one in this House who would seriously support a proposition of this nature. The second alternative is that the railways should take complete charge of road transport also. I do not think that that also is a proposition which would receive the approval of this House. The third proposition is that the Provincial Governments to the exclusion of the railways should be given a free hand to deal with the present operators and the question of road transport in any way they like. I feel that the majority of opinion this House would be that that would not be a very desirable proposition either. Then the only other method left is that the railways, the Provincial Governments, the present operators and the public in cooperation should develop the road transport of this country. That is the policy which Government have accepted and which they have placed before this House. Now, Sir, I think what is happening at present in the various provinces is a sufficient argument in support of a general policy which should be followed throughout the country. You cannot restrict a certain policy to a certain area. The question of road transport is one which concerns other provinces very intimately. And it is a matter which is inter-connected between province and a province. It has been shown, Mr. President, that some of the provinces are carrying on in a manner which cannot be described as a very satisfactory one. They have ignored the railways; they have ignored the present operators. In other provinces monopolies are being created for certain big firms and vested interests. So it is necessary that we should have a general policy for the whole of India which we consider as a fair proposition and which is in the interest of everybody concerned. Therefore, I submit that the desire that has been expressed by the Honourable the War Transport Member that he would be in a better position to negotiate with the provinces if he was assured

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that he had the backing of the Central Legislature, is a very legitimate desire. One of the Honourable Members suggested, "Well, what happened with regard to food; the provinces did not co-operate". For the sake of argument, let us presume that the provinces or some of the provinces will not co-operate with the Honourable the War Transport Member, but if they do not co-operate, we shall not be in a worse position than what we would be otherwise. Therefore, is that any argument that because there is a fear or there is a remote chance of the provinces not agreeing to co-operate with the Central Government in the formation and promulgation of a policy with regard to rail-road transport—is that any argument that we should not even make an attempt in that direction? And, therefore, Sir, I think that it is very essential that this House should give its approval of that policy which has been placed before this Honourable House.

When we were considering these proposals, there were certain principles which we had accepted and there was, I am glad to say, complete agreement between the Government and ourselves. I have already referred to two of the principles. The third one was that the present operators' rights should be protected fully. In other words that in the formation of any company they should be given full shares to the full value of their assets, and that I am glad to say is one of the principles that have been put forward by the Government. Now, Sir, there are a large number of employees who are at present engaged in this trade. A provision has been made that in any future development in any future scheme of things, those persons who are earning their bread today shall receive preference in the matter of employment. That, Sir, I think is a proposition which should commend itself to the Honourable Members of this House.

Then, we have accepted another very important factor and that is that in the matter of road transport, no one particular interest—whether it be Railways, or the Provincial Governments, or the present operators—should have supreme control. That to me, Mr. President, seems to be the only policy that we can follow for the time being, and as the whole scheme is based more on co-operation between these various interests than on coercion, it is essential that no particular interest should have a supreme control over the road transport.

At present we sensed a great danger that on account of the inflationary policy of the Government, there was plenty of money in the country in the pockets of a few contractors, profiteers and bribe-takers, and therefore we thought that the road transport should not become a prey of the greed of these people who do not know what to do with their money, and that they should not be allowed to control and take complete hold of the road transport of this country. Therefore, it has been proposed that no capitalist interests outside the transport trade shall be entitled to buy more than a certain number of shares and in that way we have protected the road transport of this country falling into the hands of a few profiteers. My Honourable friend, Mr. Chettiar, rightly suggested that the method which may be devised to give effect to this policy should be like the one that was adopted with regard to Reserve Bank and it is on account of that that it has been stated by the Honourable the War Transport Member that the Government will see, if possible, and adopt such method which would restrict the power of voting with regard to the exchange of shares which may take place later on.

Sir, there has been another undesirable feature in the industry and commercial development of this country and that has been the existence and the control of the managing agencies on the industry of India. They are indeed in a very happy position. Their motto is 'Heads you lose, tails I win'. The managing agencies never lose; they make profit when something is sold, they make commission when something is bought, they make commission if there is a loss, they make commission if there is a profit. Therefore, we have eliminated the system of managing agencies, which I am glad to say has received the approval of practically every section of this House.

I think that the policy which has been laid down is one which should, in fact, receive the support of this Honourable House. I really do not see that there is anything objectionable with regard to any of the principles which have been laid down. Of course it has been pointed out, and rightly so, that all will depend on the manner in which this policy is carried out. If the Government in carrying out this policy not only follow the letter of this policy but the spirit of it, I have no doubt that it will prove satisfactory for everybody concerned.

There are, Mr. President, one or two points to which I would like to draw the attention of the Honourable Member of the Government. One is that

1 P.M. when there is a question of floating any company or fixing of zones or the formation of various roads into certain areas, I hope the Government will take into their confidence and consult with the present operators and they shall treat them in every way as real partners in this enterprise and not as those who should sit on the edge of the carpet. After all the idea is that there shall be complete co-operation between the present operators who have no doubt done a service in opening out the road transport and who deserve a very sympathetic and a very friendly consideration, and therefore I would suggest that what has been happening so far—in other words that they have been treated as untouchables and they have been kept quite ignorant of the policies that have been followed in the various provinces—will cease and they will be taken into confidence with regard to the future development of the road transport of this country.

Now, Sir, there is just one matter to which I would like to draw the attention of the Honourable Members of this House who seem to be under the impression that nothing should be done with regard to this matter. I have got here a copy of the Central Provinces Government Gazette. Under the Defence of India Act they have been and they are creating monopolies in the matter of road transport. This Gazette is of the 9th March 1945. Firstly it confers all the powers of the regional transport authority on the Chairman of that authority.

The Honourable Sir Sultan Ahmed (Member for Information and Broadcasting): What is the date?

Nawabzada Muhammad Liaquat Ali Khan: 9th March, 1945. After that it gives power to this gentleman that he should give permits to two firms. I do not think it is necessary to read out the names. They are two big firms for whose benefit the Defence of India Act has been used. Not only that, but it has been stated that while giving permits to these two companies, the permits shall not be given for a lesser period than five years. My object in referring to this matter was only to show to the Honourable Members of this House how monopolies are being created by the Provincial Governments in favour of certain vested interests and capitalist companies.

Mr. T. T. Krishnamachari (Tanjore *cum* Trichinopoly: Non-Muhammadan Rural): By autocratic Governors in Provincial Governments under Section 93.

Nawabzada Muhammad Liaquat Ali Khan: My Honourable friend says it is an autocratic Governor under section 93. He probably does not read any of the Punjab papers. I could refer him to a democratic Government in a province next door and if he were to know all that was happening there in regard to this matter and how the road operators are being pushed off the road, I think he would not have made the interjection that he did.

All that I want is that there shall be an uniform policy and that this Government should make every effort to bring about and give effect to that uniform policy. I have had representations from the present operators. They themselves desire that in their interest it would be better if there was an uniform policy throughout the country. Their complaint at present is that they go to the officer concerned six times a day and no information is given to them as to what is being done, how it is being done and what would be their fate. Sir, I think the House would recognise that the present operators have contributed much to the development of road transport. Until such time as we decide to nationalise all the industries of the country, I think the road operators are entitled to have a fair share in any scheme of things which may be devised by this Honourable House or the Government.

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Then, Sir, there is another point to which I would like to draw the attention of the Honourable Member for his consideration: that while allotting shares to the present operators, consideration will be given to the question of the holdings of permits by them. There are some operators who hold permits to work on a certain route. But on account of the war and on account of the fact that their lorries were requisitioned by the military or given to the military for the purposes of war, they have not been able to replace those buses and those lorries. Therefore I would suggest that when giving shares to the people in a particular company, these persons will be given preference so that they may be able to take part in operating the road transport. There is no question of any favour. They do not ask for any favour. If a person holds, let us say, a permit for two lorries, well he should be allowed to invest to the extent of the price of two lorries into this company and get shares on that basis. I think, Mr. President, this is a fair proposal and it should not be considered that because these people, although they hold permits to operate on a certain route do not possess any lorries at present for no fault of their own, therefore they are not entitled to partake in the formation of any particular company.

Then, Sir I would request the Honourable Member that as soon as the House gives its approval to this policy he should take immediate steps to see that at least the Defence of India Act is not misused by any Provincial Government for this purpose. It was never intended—I do not think that any of the Members of this House who voted for that Act would have ever thought—that this Act would be used to confer favours, to create monopolies in favour of certain capitalistic interests.

Mr. N. M. Joshi (Nominated Non-Official): We voted against it.

Nawabzada Muhammad Liaquat Ali Khan: I am glad my Honourable friend voted against it.

I want to impress upon the Government that the Defence of India Act could not be intended to be used to give favours to certain companies and therefore they should see to it that the misuse of this Act is stopped immediately.

Sir, as I said before, the policy which has been enunciated by the Honourable Member has got the complete support of my Party. Not only that but I feel and I think I am right in saying that—that barring a few exceptions it has the complete support of this Honourable House. It is not that we think that we are conferring any boon on the Honourable Member. It is because we feel that this state of affairs cannot be allowed to continue in the interests of road transport, because we feel that a policy of drift will not help anyone, because we feel that this question of the road transport of the country is of great importance. It is not only a question of making profits, it is a question of providing conveniences for the peoples of the country. Besides it is a matter which proves very important in a time of emergency. The rail road transports of a country are indeed national assets of that country. Until such time as we accept or the House accepts a policy of nationalising the road transport, as it is done in the case of railways, the next best thing that can be done is to work this in co-operation with the railways, the Provincial Governments, the present operators and the general public and if the Honourable the War Transport Member gives effect to this policy in the spirit in which it has been conceived I have no doubt in my mind that it will prove of great benefit in the matter of the future development of road transport in India.

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

The Assembly re-assembled after Lunch at Half Past Two of the Clock. Mr. President (The Honourable Sir Abdur Rahim) in the Chair.

Mr. Bhulabhai J. Desai (Bombay Northern Divisions: Non-Muhammadan Rural): Mr. President, the Assembly has run its accustomed course for this

Session and if it was permissible to count the losses and the gains, it would not be an uninteresting speculation. I do recommend that in future, whoever may be in charge of Government, will find it in his heart to say at the end of the Assembly and to tell each other exactly what we think. Many years ago, I was appearing in a case in the High Court where the Honourable Leader of the House is highly esteemed and well known and respected. He was absent during those days but I was asked to a dinner of the Bar Association (and I understood that it was instituted by Sir Edward Chamier) where the judges and members of the bar and one or two extremely distinguished guests were allowed to be present. The dinner ran nearly to 3 o'clock in the morning for more reasons than one; but among other things it was understood that the bench and bar would just tell each other what they thought of each other; and it was expressly meant for that purpose. I was at that dinner by the courtesy of the leader of the bar in Patna and I found myself in an extremely congenial atmosphere. One of the leading members of the bar got up and said, referring to two judges by name—he said if Mr. Justice So and so had a little more mercy, and Mr. Justice So and so had a little more reason, we might have had a better judgment; I think that expressed fairly roughly the human inequalities of life which we find reflected in the examples of this world. Therefore I have no desire, a day not being allotted for that purpose, to cast any accounts because I must confess that the account of the institution as it now exists must necessarily in itself be a very poor one, so poor indeed that a great deal of what we say has very little effect, except on the world at large; and we have got into a state of mind where the only cure is, what I believe one of the Members on the other side said, a real radical surgical operation; as I cannot see any other way in which, so long as we are going to function under what is called the present constitution, it has any real purpose left. We devoted five years to the performance of carrying on a propaganda so that men may learn under what conditions we work. Out of the remaining five—a span of life which is very unusual in any Assembly in the world but which by the fortunity of world war has continued to exist till today, we had a still more chequered career. In those years, as the accustomed language of the other side runs, we went into a wilderness. It is a very unpleasant kind of wilderness, at all events on the physical side of it; and when we returned here we find that we are working in exactly the same conditions as before—the same vote—I would not say the same lies—but with the same result. I am very happy to say that on the very last day of this Session at all events—and I hope it is the last of its kind—I was able at all events to come to some agreement with a gentleman on the opposite side. I welcome that as an oasis in the desert, because I do not look forward to anything better than ploughing the sands on the other side for a long time to come, unless things alter. I say this thing, not as a mere facetious speech, because on a last day like this I wish to be quite plain as to the losses and gains, without counting them and without intending to cast any reflection on any particular individual. The fact, however, remains that the system under which we are governed is a system which cannot any more bear the strain of complete disguise, where I think we live a life of self-deception, because to expect that anything will ever be done for the good of the people except as a profession, while this constitution lasts, is a thing which one must not hope for; for I fully realise that the present constitution is only intended just to govern this country, collect taxes, keep what is called law and order, and otherwise be comfortable on the other side of the House. They do evince a little pleasantness and happiness during the question hour; but it is a very fleeting sort of pleasure for they can always say, following your ruling that “if the Honourable Member will not answer a question, what is the good of pressing? I cannot help it.” So he tells us exactly what he wants to say and omits exactly what he wants to omit, except when they are unprepared, when they begin to read something from the back of the page. Except for

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that and for a certain amount of legislative business, we have had no change. This constitution has been tried long enough, and I think the sooner it is wound up the better for all of us, because till then there is no future for this country, as far as we on this side of the House can see. There is some future for a very short period of time for those on the other side if they think it is a comfortable future—that is another matter; but I am looking to the larger world for the purpose of the statement I am making, because we feel and we realise fully that without a constitution where both sides of the House are responsible for the people, with an alternate Government if the one in power will not administer it for the benefit of the people, is the only possible solution of the great problem which is now before the country, and the problem which it is now professed is before the world.

Having said this, I will come back to the subject immediately before us, on which for once in many years, I am glad to say, we were able to sit down and come to an agreement. The subject is somewhat old in the sense that one has got to go back to the days when the Motor Vehicles Bill was under discussion in this House. At that time it was indeed known that motor vehicles were plying for public transport, both of goods and human beings, and it is good to know the environments under which this agreement was arrived at. There was cut-throat competition between those who ran the buses between themselves and there was competition between the railways on the one hand and all the persons who attacked each other on their own course. I recollect, getting out of the Delhi station, we saw nothing else but a large number of undecipherable boards on motor vehicles intended for many places, holding out one attraction indeed, that whereas the railway train will only stop at specified stations, the bus will take you to your door, so that there was a great deal to be said for those who competed with the railway; and if they did render any specific service it had a value of its own to those at all events who did not have to struggle between terminus and terminus as my Honourable friends on the other side are accustomed—they only go from Bombay to Calcutta or Bombay to Nagpur and so on and to them these things do not matter. The urban world of India is a thing of very little consequence and probably of very little knowledge. Hence it was that the problem really became difficult and without visualising what has in fact happened now, when the question arose as to the appointment of one of the representatives of the Railways on the Provincial Transport Board, I ventured to say that it should not become what has been referred to as, I do not mind repeating it—a Frankenstein. In all probability, as it happens, large capital organisations of this kind even in the hands of a Government might easily absorb the poor man in so far as the struggle goes. It was then only intended for the purpose of an experiment so that there would be better co-ordination and in that spirit of helpfulness I agreed to that proposition. Since then events have moved very quickly. The transport world has altered. The Railways have worn out in many countries and in this country particularly large number of tracks—I would not say proportionately so large but still large enough—have actually been lifted in order to assist the world war in other spheres and we have come to a stage, where without replacement or repairs, we are being told that for the purpose of a pilgrimage in daily life just about 40 per cent. of the transport is all that is available for civilian use and hence one began to realise that probably this co-ordination is a necessity. It may well be that the Railways will begin to carry on with their accustomed strength of vehicles and engines but none the less this country has yet to be opened up in a large part of the rural areas to which one must pay attention if there is going to be any use for future progress in this direction. I recognised, as I ask the House to recognise, that if the railways, and what you call the bus owners, whether it was a single individual or a corporation owning a hundred cars, were both outside bodies, as in large parts of England, they might well be left to work out their own fate, unless the State intervened with a superior authority to compel them to fall in line, but in this

country we just cannot afford from the point of view of her resources and otherwise to allow such a thing to happen. We cannot follow a policy of 'let it alone. This policy of *laissez faire* is a matter which could not be supported because in the present condition even motor vehicles cannot get replacements. We have reached a stage where we must make our smaller resources go the longest way possible. At the same time, as a lawyer, one may say that the motor transport owner who by his initiative and adventure and even risk contributed something to the transport of this country had acquired no legal right to what you may call the right of the road. Nobody administering public affairs can honestly disregard the amount of time and energy, the industry and the sacrifice that he had put in. At the same time what is not often recognised is that in the present constitution the Provincial Government has after all got to keep its own roads, so that there will have to be reconciliation of three interests on the basis of an equitable and fair deal. You must have regard to the protection of the railway interests, because ultimately if there are losses we have to make up the deficit. Even though the State has become the owner, I believe the national debt represented by the railways still remains. How much of it has been paid off I am very doubtful about. Up to now at all events, there is no funding process to pay off the railway debt. It is what is called the productive debt of the country but I do not wish to go into the history of this. It will keep me long if I do so and it will revive memories which are not too pleasant. Somebody said the other day, I think it is Sir Cowasjee Jehangir, that on account of some fault on our part, on account of our being outspoken, some provisions were made in the Government of India Act. Well, if misfortunes are to come out of truth telling, I am prepared to tell the truth even at the risk of having to face those misfortunes. I am not a prudent enough businessman of the type my Honourable friend is and hence I will always tell the truth, even at the risk of sufferings. Hence it was that we examined our debts and the National Debts Scrutiny Committee to which I have called attention the other day did report that the Railways in their origin were never regarded from the industrial point of view or from the point of view of the expansion of the industry of this country. Professedly and on their own despatches, the Railways were built merely to serve a military necessity. Professedly according to their own despatches they paid three times the price in order to expedite their completion. That is the load of debt which we have got to bear today. No doubt it has been realised in course of time that the foresight of the railway builders of those days has been justified because 60 per cent. of the railways now serve exactly the same purpose after some 80 or 90 years of its existence. Therefore we have got to bear the debt.

So far as the provinces are concerned, there is no doubt a certain amount of income now being derived from a contribution from the petrol tax which would contribute to the maintenance of the road system of this country. But it must be remembered that it can only go a very limited way and hence those interests must be preserved if only to enable the Provincial Governments to replenish if not the whole at least a part of what they have to expend on the maintenance of the transport machinery in the shape of the roads. Then comes in one of the most aggressive campaigns of individual visits of men who are interested in the motor transport. It is our good fortune or otherwise that everybody comes to us with an appeal and tells us that his interest is the national interest and it becomes very difficult to tell a man that while I shall remember what he has got to say his notion of national interest is different from ours. At the same time you cannot disregard claims founded on what you might call amenities or equities which are not founded on a correct reading of dry law. When one of the transport owners discussed the matter with me, I told him that when I was a young man and learnt law I was told that a teacher had started a school and had collected some 300 pupils. Another enterprising teacher came along and started his school and did collect all the pupils of the earlier school. The first teacher went to law and the court said: "This is the result of his labours". In other words, things have got to go on in this competitive life and yet you

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cannot resist an appeal founded on, after all, considerations of labour and sacrifice, even though it may not be exactly within law. It is these considerations that have prevailed upon my Honourable friends, who have done me the honour of agreeing with me, to come to this agreement, because, after all, these three interests had to be reconciled.

Of course, we may easily differ on what is to be the fair proportion in human affairs and even some sort of a superior arbitration is a very doubtful remedy. The next best thing that we can do is a matter of negotiation. And I am glad to be able to say that the railways and, to the extent to which we can make, this House can make a recommendation to the Provincial Governments and I cannot say that there is anybody who had authority actually to agree on behalf of the motor transport private owners. The agreement, roughly stated, I venture to say, does a fair amount of justice to each of the three interests. You are aware, Sir, more than I am during the long career both at the bar and on the bench that there is always a different point of view of the giver and of the taker. However much a man takes, he still thinks he wants more or he deserves more and however little the giver gives, he still thinks he has paid too much. That being the human nature and you have found it reflected in some of the speeches in this House and I do not blame my friends for the view that they have taken. But I am quite certain that if the problem is approached somewhat generously in evaluating the actual assets which the motor owners can produce today in their usable and workable condition and if in that property they get a share of any combine, I have no doubt that, though they may not get all that they might have expected, I think they ought to be satisfied with what they can get under this agreement. Before I go further, I will say this. Although no machinery is provided because it was not so easy to do for the implementation of these grievances, I hope and trust that whoever may be the Government for the time being—meaning whatever their personnel—will deal with this problem in no niggardly spirit whatever, nor in a spirit of exclusiveness or isolation as if their interests were dictating interests and the others were mere suppliers. I have every hope they will be treated as if they were three shares in a bargain. If in that spirit of equality the matter is approached, I have no doubt that many difficult problems will be solved. And it is in that spirit that I hope they will be worked.

Further, our care was and I hope it will succeed and I say so because we have been told that there have been a certain amount of commitments either in the matter of employment of the managing agents or some other interests involved. But I have been assured that unless they became so strictly legal-minded that they cannot be evaded or avoided, every effort will be made to reduce such commitments to the lowest possible amount. If that happens, then the greatest fear would be eliminated, namely, a large outside capitalist interest—I have not become a socialist, but still the word must be used. A large capitalist interest should not absorb all the work and the labour of the small man who has put in and who has contributed to the making of the road transport such a success that it has become a supplementary means of traffic. That having been done, I am hoping that whenever it is approached the motor transport owners or their representatives will be taken into confidence as to what you might call the aggregate combined capital of any particular route or zone, because then he would be able to say whether or not it is being over-capitalised so as to give the railways and the province much too large a share at his expense, because his contribution is limited to the usable material that he can put at their disposal. Therefore, I hope care will be taken to see that it is not over-capitalised resulting in injustice to the small private car owner. If that happens and the agency system is not established and outside capital is not introduced, I do not think, honestly speaking, that the present motor-car owner could, even by resort to any court or arbitration, except or get any more. Hence it was that we have had to go through a few hours of discussion and we were able to arrive at a workable agreement. It would not have mattered who sat in the Chairman's chair, for it did not make any difference.

if you ultimately come to a just agreement. In addition to that, there is a word to be said for the intermediate stage, or what I might call the transitional stage, to which, I believe, my Honourable friend Nawabzada Liaquat Ali Khan referred, namely, that until the new organisation begins to function, it must be seen to that the provinces do not take a big slice between their mouths and run away with some arrangement of their own, thereby putting the small man into more or less a difficult situation which they may not be able to bargain at all. Nor should they design an unlikely thing when judged by the standard agreed, which may easily happen. But I hope and trust that the Provincial Governments will so use the authority which they have got under the Motor Vehicles Act as not to produce any such unpleasant consequence. I hope that during the interval, except in so far as any undertaking is actually made, the present state of things will continue and the licences will be renewed till such time as the organisation begins to function, so that you will almost lapse one into the other without any real visible effect on the means of life.

There is one other appeal which I will make and which, I believe, would be successful if the agreement is carried out in good spirit. The single motor car owner, having put all that he had, employs himself as a driver in addition, so that his earnings really are the combined earnings of invested capital and personal skilled labour. I hope it will be remembered that so long as he is reasonably efficient, he would not lose that part of the benefit. In fact, it is to the advantage of the new organisation that a man who has actually run over a course of a road for several years would be a more useful person than a demobilised military lorry driver to whose reckless driving we have become

3 P. M. accustomed at the risk of our lives. In a city like Bombay these military lorry drivers became a regular menace. As a matter of fact, I believe in the city of Delhi also the same thing happened, but I am told that a certain amount of vigilance has improved the situation. The same thing, I understand, happens in the larger cities of the east, because instead of having one frontier, we are having not merely the north-west frontier, but we are also having the north-eastern frontier. Therefore, I hope and trust that instead of merely putting a plea for what you may call the demobilised military lorry driver—I have every sympathy with him, but we must remember that he is perhaps, comparatively speaking less efficient for this purpose than the man who has been his own bus owner and his own driver—I hope and trust that you will consider the man who has actually been running the vehicle on the roads. At the present moment, it is easy to put forward the plea, in the name of demobilisation, that we must provide for the man who has returned from the army. I have been told in Mr. Bernard Shaw's book that if you can give a formula to an Englishman, he is prepared to commit a murder without the least wretch of conscience, but if you produce a form which does not appeal to the ingenuity or the ability of my Honourable friend opposite, whatever other ability they may have or they may not have, they won't agree to it. Therefore, I do not want them to get away with the formula. That is far beyond the outline of the agreement into which we have entered.

Therefore, we are quite willing to restore the cut which we rejected. We did so under no misapprehension, as it is sometimes called, because whether it was good or bad we do not want to hang on the argument which had to take place some time or other. I think sometimes even a bad kick on the pant to rouse a man is good enough rather than merely safe gentle awakening. Sometimes, I think it gives him a little energy, for when the man wakes up, he thinks it worth his while to talk to the other man. Whereas if you had simply said, may I have a word with you, he will say, thank you very much, I have had a bad night yesterday, so that in the aftermath of the morning, you may not get much out of him in the morning. Such a thing happens sometimes. I am very glad that this has become such an occasion. My Honourable friend Sir Muhammad Yamin Khan still maintains that he was right and I was wrong. I do not want to share in this contest. I leave all the honours to him.

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because the ultimate result is quite satisfactory. Hence it is that I commend this restoration of the Grant to the House. I will not call it a condition, but I would call it an honourable understanding. As very often happens, an argument that is worn out, I should like to avoid. For the last few years, I have heard of the expression 'Gentleman's agreement', but my difficulty is to find out which of the two would remain one, because there is no means of enforcing its fulfilment. But I believe an 'honourable understanding' may take a little better place than a 'gentleman's agreement', not because the word 'gentleman' is bad, it is the best word in the English language, but because if you can find a gentleman still among them.

Therefore, Sir, in the confident belief that whoever has the duty of implementing this agreement will fulfil it, in the same spirit of understanding with which we have arrived at, I support the motion and commend it for the acceptance of the House.

The Honourable Sir Edward Benthall: Sir, I have listened with the greatest interest and, if I may say so, with unusual appreciation to the speeches made on this debate and I have taken a very careful note of all the points made. Criticism has been made by at least one Honourable Member that the Government should not have allowed the emergency grant and the post-war co-ordination policy to be linked together in the way they have been. Well, Sir, the situation arose out of the first debate, and my Honourable friend Nawabzada Muhammad Liaquat Ali Khan has fully explained what happened. The kick in the pants to which the Honourable the Leader of the Opposition just referred had its effect. It raised a rather ambiguous position and it seemed to me to be both the most constitutional method of dealing with the supplementary grant for emergency purposes and also likely to lead to the largest measure of common agreement, on a subject of very great interest and importance which needed clarification, to put forward a supplementary demand in this form. I should like forthwith to express my warmest appreciation of the Leaders of the Parties for the manner in which they approached this subject. I also express my agreement with the view of my Honourable friend the Deputy Leader of the Muslim League Party who said that an agreement by the two largest Parties in this House with Government's policy should go far to bring about what he desired, a uniform policy on road-rail co-ordination throughout the different provinces of India. There are some others like my Honourable friend. Dr. Banerjea and his Party, who feel that they cannot accept the Government's post-war road-rail co-ordination policy without further consideration. I quite appreciate and understand the position which he has made very clear, although I did observe that on one or two points when other Members were speaking, he gave a hearty, 'hear, hear' to points of Government policy. There were some Honourable Members in his Party who felt that as provincial Ministries in the near future may wish to revise their provincial policy in this respect they did not wish to commit themselves at this stage. I can quite appreciate that point of view also. But if this opportunity of clarifying the position had not been taken, we could not have discussed this matter in the House until the next Session and we cannot well leave the provinces in a state of ambiguity. A policy of shelving the responsibility for coming to a decision would have been a policy of negation and it would not have been the right thing in a matter of such great national importance for us to allow the matter merely to slide. So, having taken the Legislature into confidence, I am satisfied with the policy which has been arrived at and which I have outlined and which, if the House wishes I am prepared to amplify yet more in one or two respects, represents the largest possible measure of agreement which is attainable at this time and that being so, the Government will proceed on these lines and will continue to keep the House and its Committees informed of progress.

An examination of the points raised in the debate concerning post-war road-rail co-ordination policy tends to show that most of them still arise out of a lack of appreciation of what the Government's policy really is. I think the

position is now a good deal clearer and I think that Honourable Members will find, if they will study the various speeches that have been made, that most of the points are now clearly set forth. I would particularly recommend a study to my Honourable friend Mr. Lalchand Navalrai! But in so far as the anxiety of speakers arises out of the fear that Government will not effectively carry out what they say they will do, I can only ask Honourable Members to trust to the good faith of Government, which is evidenced by our desire to give ample publicity to this subject and by our action in inviting comment a second time in this session by making a second opportunity for debate.

Sir, the Leader of the Congress Party, the Deputy Leader of the Muslim League Party, Sardar Sant Singh and others have stressed the necessity of carrying out this policy in the same spirit in which the discussions have taken place. I cordially agree. Actions speak louder than words, and I hope that when this House meets again they will not find that our actions fall short of our professions.

Several speakers have urged us to take the operators into confidence, and Sardar Sant Singh asked me to give further assurances to them. I will look into those points, but I must remind him that it takes two to beget confidence. For confidence to be born there must be a father and a mother. I have shown my willingness to play my part on more than one occasion, but I must remind my Honourable friend Sardar Sant Singh that on the last occasion when I met him and his friends of the A.I.M.U.C. (All-India Motor Union Congress) last November, it was I who, to use the Nawabzada's phrase, was pushed to the edge of the carpet. However, we all regret that and I hope on the next occasion we shall get close together. Once again I promise the operators a square deal so far as it is in my power; but I must emphasise also once again that it must be a square deal for Government. I think the Honourable Leader of the Opposition has put the position very clearly and his contribution will prove very helpful. I agree that if we can carry out this policy on the level of today's debate it should augur well for the satisfaction of all parties.

Several speakers have suggested that what has been done in some instances up and down India does not square with the policy which I have outlined on the floor of the House. That may well be so for two reasons. Firstly, Provincial Governments and the public generally have been in some doubt regarding the precise nature of Government's proposals. That was no fault of theirs, because for the last two or three months and until this debate Government's policy was still in the process of evolution. I would, for instance, quote the point about managing agencies which has only been clarified definitely in the last few days. Furthermore, it is of course the Provincial Governments who under the Motor Vehicles Act, whether they are ministerial Governments or under section 93, determine their own provincial policy; and therefore it is not unnatural that there should be divergences in the different provinces. We in the Central Government cannot dictate to them; we can only use influence, backed by the powerful weight of this House, to try to persuade them to travel in the direction of a uniform policy which we have now laid down. This we shall do. Secondly, it would not have been possible to explain our policy to the Provincial Governments until we had finalised it, and indeed it must have been irritating to Provincial Governments in the last two or three months to note the various slight gradations of our policy as it has been under discussion in this House. But now that we have reached precision I can assure the House that we will do our utmost faithfully to carry out what has been determined upon.

I do not think the House would wish me to deal in any detail with the very large number of points which have been raised. I feel, however, that I must try and deal concisely and categorically with just three or four of them. The first that I would like to touch upon is the question of employment for the staff of existing operators. My Honourable friend Mr. Krishnamachari, I think rather deliberately, said that in his view our policy was designed to reduce them to the status of coolies. That, as I think the House recognises, is most unfair. I do not think I need dwell long on that; but I will say once again that we

[Sir Edward Benthall.]

will not hesitate to try and arrange employment for efficient and reliable operators in the most responsible positions. It is indeed to existing operators that we should look for the technical knowledge and experience which will result in this plan being brought to a successful conclusion. He also expressed the fear that it was Government's intention to introduce ex-soldiers into the road transport business at the expense of existing road operators, and I think the Honourable Leader of the Opposition felt rather on the same lines. The resettlement of soldiers trained in motor vehicle operation and of civilians of various kinds in different organisations who have been engaged in war work is a matter which will become insistent and will be a matter of very great importance both to the Central and to Provincial Governments the moment the war ends. In our schemes of post-war resettlement and development we have made provision for a large expansion of roads and of road transport. It is not by displacing existing operators but by expanding the roads and expanding road transport substantially that we hope to provide new employment for a proportion of the soldiers and civilians who have contributed to winning the war. We have got to do justice both to the existing operators on the roads and to the man who has driven the lorry on the road to Mandalay and we can only do this by expanding the industry. The war is rapidly, we hope, coming to a close and if this avenue of employment is to be developed, we can brook no delay. That is another reason why Government is determined to proceed as rapidly as possible with the reconsideration of the road-transport plan, and we hope to settle the position of the existing road operating staff satisfactorily before the problem of the resettlement of the ex-soldiers is upon us.

Some Honourable Members have enquired whether we propose to take an interest in all feeder services such as those running to the Himalayas. That in my view is by no means essential and our policy in that respect will have to dovetail in with the policy of the Provincial Governments. This question has been under discussion with all the Provincial Governments concerned and it must be confessed that there are certain loose ends lying about which we shall have to try to tie up, but now that we have settled the policy we shall be able to make a further approach and hope to tie up those ends. In many cases it may be possible to arrive at working arrangements, as indeed exist in some cases already I think, without taking a financial interest. It is not the policy of the Central Government to expropriate road transport concern but to negotiate with them and what I propose is that the Railways and the Provincial Governments shall sit down and talk the position over in each case with a view to arriving at the best solution.

Similarly, there is in my view room for the one-man bus in some places. That was a point raised by my Honourable friend, the Leader of the Opposition, and also by Sir Frederick James. Sir Frederick James asked what was our position in respect of investments in a one-man bus. I think what I have just said will partially meet his point, but as regards the larger question which he raised of "what is a substantial interest", I would define that, generally speaking, as an interest of not less than 25 per cent. or more than 45 per cent. of the capital.

Sir Frederick James also raised a point of considerable importance—he raised it in both the debates—and I feel that an answer is due. He enquired whether long distance goods traffic would be reserved to the Railways. The conclusions of the Post-war Policy Committee on this subject were generally:

"(1) That short haul goods transport by road should be permitted without restriction; the extent of short haul, that is the size of the 'free zone,' being a matter for expert examination in different cases;

(2) That long-distance goods traffic by road should be restricted in the interest of overall transport economy, due regard being given by the controlling authorities to the special requirements of perishable and fragile goods for rapid transport by road over longer distances."

The executive controlling authority in all cases would be the Provincial authority, but it is hoped to lay down the general principles under which that

authority would act, in the form of a Code which we hope to agree between the Centre and the Provincial Governments.

I think that covers the main points of detail upon which I wish to touch at this stage of the debate. That I have not covered a number of other points does not mean that I have not taken careful note of them, but I do not think that the House would really wish me to go into further details at this stage.

In conclusion, I may say that I have already stated in reply to a Short Notice, Question that if there is a demand for it, I will endeavour to find time during the next Session for further discussion on post-war road rail co-ordination. If the House is not satisfied with what Government does in the meantime I confirm that I shall certainly try and do that and it was in response to this assurance that my Honourable friend, Mr. Neogy, did not move his amendment. I hope that in response to the same assurance he will not feel it necessary to divide the House upon the passing of the Grant and upon the policy which I feel commends itself to the rest of the House.

Sir, I have finished.

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

"That a supplementary sum not exceeding Rs. 82,00,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending 31st March, 1946, in respect of 'Working Expenses—Miscellaneous Expenses'."

The Assembly divided:

AYES—49.

Abdul Ghani, Maulvi Muhammad.	Kharegat, Sir P. M.
Abdullah, Mr. H. M.	Kushal Pal Singh, Raja Bahadur.
Ahmad Nawaz Khan, Major Nawab Sir.	Lalljee, Mr. Hooseinhoy A.
Ambedkar, The Honourable Dr. B. R.	Liaquat Ali Khan, Nawabzada Muhammad.
Anthony, Mr. Frank R.	Mackeown, Mr. J. A.
Benthall, The Honourable Sir Edward.	Muazzam Sahib Bahadur, Mr. Muhammad.
Bewoor, Sir Gurunath.	Nairang, Syed Ghulam Bhik.
Bhagchand Soni, Rai Bahadur Sir Seth.	Piare Lall Kureel, Mr.
Chapman-Mortimer, Mr. T.	Ram Chandra, Mr.
Chatterjee, Lt.-Col. Dr. J. C.	Ram Nath, Mr.
Daga, Seth Sunder Lall.	Richardson, Sir Henry.
Dalal, Dr. Sir Ratanji Dinshaw.	Rowlands, Sir Archibald.
Dalal, The Honourable Sir Ardeshir.	Roy, The Honourable Sir Asoka.
Dalpat Singh, Sardar Bahadur Captain.	Shahban, Khan Bahadur Mian Ghulam
Essak Sait, Mr. H. A. Sathar H.	Kadir Muhammad.
Ghiasuddin, Mr. M.	Siddique Ali Khan, Nawab.
Gwilt, Mr. E. L. C.	Siva Raj, Rao Bahadur N.
Habibur Rahman, Khan Bahadur Sheikh.	Spence, Sir George.
Haider, Khan Bahadur Shamsuddin.	Sultan Ahmed, The Honourable Sir.
Imam, Mr. Salyid Haider.	Thakur Singh, Capt.
Inakip, Mr. A. C.	Tottenham, Sir Richard.
Ismail Alikhan, Kunwer Hajee.	Tyson, Mr. J. D.
James, Sir F. E.	Yamin Khan, Sir Muhammad.
Jawahar Singh, Sardar Bahadur Sardar Sir.	Zafar Ali Khan, Maulana.
Kamaluddin Ahmad, Shams-ul-Ulema.	Zahid Husain, Mr.

NOES—10.

Banerjee, Dr. P. N.	Krishnamachari, Mr. T. T.
Chattopadhyaya, Mr. Amarendra Nath.	Lalchand Navarai, Mr.
Datta, Mr. Akhil Chandra.	Maitra, Pandit Lakshmi Kanta.
Deshmukh, Mr. Govind V.	Neogy, Mr. K. C.
Jehangir, Sir Cowasjee.	Parma Nand, Bhai.

The motion was adopted.

THE ALIGARH MUSLIM UNIVERSITY (AMENDMENT) BILL.

(AMENDMENT OF SECTIONS 16, 20, ETC.)

Syed Ghulam Bhik Nairang (East Punjab: Muhammadan): Sir, I move:

"That the Bill further to amend the Aligarh Muslim University Act, 1920 (*Amendment of sections 16, 20, etc.*), be taken into consideration."

In moving my motion, Sir, I feel that it is not necessary to make a long speech in support of the motion but I will just briefly state what the Bill is intended to achieve.

[Syed Ghulam Bhik Nairang.]

The Aligarh Muslim University Act of 1920 has now been on the Statute Book for well nigh twenty-five years and the effect of the working of its provisions on the work of the University has been put to a sufficiently long test with the result that the existence of two authorities, such as the Vice-Chancellor and the Pro-Vice-Chancellor has been found in practice to be not conducive to the smooth working of the University. The facts which have led the Court to come to the conclusion that it would be more in the interests of good working to abolish the post of Pro-Vice-Chancellor are too many to state on this occasion. Suffice it to say that in 1934 the Court moved the Government to abolish the office of Pro-Vice-Chancellor but at that time Government could not see its way to abolish the office altogether and contented itself with introducing an official Bill and getting it passed in the two Houses, adding Section 41 to the Act and making the appointment of the Pro-Vice-Chancellor optional for the Court so that whenever the Court thinks the services of a Pro-Vice-Chancellor are needed the Court may appoint one and whenever it thinks such an officer is not needed, one need not be appointed.

Further experience made it clear that the abolition of that office was necessary and the Court passed a resolution by an overwhelming majority deciding that steps be taken to get the office of the Pro-Vice-Chancellor abolished and it is in pursuance of that desire of the Court that I have brought forward this Bill.

I may also point out very briefly that the office of Pro-Vice-Chancellor has already become unnecessary, because important amendments have now been made in the constitution of the University by faculties being constituted over which the major portion of the work of the Pro-Vice-Chancellor has been distributed. There are faculties functioning and there are Deans of Faculties and the work of the Pro-Vice-Chancellor concerning matters of discipline is largely dealt with by the Proctor and for the rest of course by the Faculties. Under these circumstances I have sought in this Bill to amend all the sections which refer to the Pro-Vice-Chancellor and those sections are enumerated separately in the clauses of my Bill one by one. By amending those sections the position will be that the mention of the Pro-Vice-Chancellor, wherever it occurs will be eliminated and since the duties of the Pro-Vice-Chancellor are already distributed over the Proctor and the Faculties, the working of the University will be much smoother, in fact, I hope quite smooth as compared with the time when two parallel authorities the Vice-Chancellor and the Pro-Vice-Chancellor had been functioning.

I may also mention that this alteration in the law relating to the Aligarh Muslim University will bring the constitution of that body up to the latest approved pattern of a University constitution as evidenced by the Delhi University Amendment Act. We will have exactly the same officers and the same bodies governing the University. We have the Chancellor, the Pro-Chancellor and the Vice-Chancellor. We have the Faculties just as in the Delhi University and we have the Executive Council just as in the Delhi University. I need not refer to other University Acts of India but I may briefly say that the only other University in India which has a Pro-Vice-Chancellor is the Benares Hindu University but the functions of the Pro-Vice-Chancellor in that University are very different from the functions which the Pro-Vice-Chancellor performed in the Aligarh University. Really there is no parallel between the two Universities.

With these few words, Sir, I move.

Mr. President (The Honourable Sir Abdur Rahim): Motion moved:

"That the Bill further to amend the Aligarh Muslim University Act, 1920 (Amendment of sections 16, 20, etc.), be taken into consideration."

Mr. J. D. Tyson (Secretary, Department of Education, Health and Lands): Sir, I do not wish to move my motion for circulation of the Bill but I should like to say a few words at the consideration stage. As my Honourable friend Haji Syed Ghulam Bhik Nairang has said, this matter has a history. In 1934 when the University approached Government to amend the Aligarh Muslim

University Act in the same sense as is now proposed, Government did not go so far as that but inserted section 41 of the Act, under which the appointment of a Pro-Vice-Chancellor was made optional. I think, Sir, if we had been approached by the University on this occasion they might have had a similar reply. I think it is arguable that the optional power to have or not have a Pro-Vice-Chancellor might have met the case. What has caused us a little anxiety about this Bill is this. The post of Vice-Chancellor at Aligarh must be filled from among the members of the Court of the University and the field, therefore, for the selection of a Vice-Chancellor is somewhat restricted. Many of the members who might be academically qualified to discharge the responsibilities of the post are already probably fully engaged in Government service or in some profession. What may happen and what has often happened in the past is that a person has been appointed Vice-Chancellor who was an outstanding figure, shall we say, in the Muslim world but had neither the training nor sometimes the time to discharge the full-time duties and responsibilities of the executive and academic head of a great University. Furthermore, the Vice Chancellor of Aligarh, like his colleague in Benares, has to spend much of his time in touring India on behalf of the University's interests, particularly its financial interests, and we therefore felt that it was essential there should be somebody whole-time and academically qualified to run the university in the absence of the Vice-Chancellor and to assist the Vice-Chancellor, if the latter should happen not to be academically qualified. A Pro-Vice-Chancellor has been supposed to do this sort of thing in the past. No one will dispute that the present Vice Chancellor, though a mathematician and a Cambridge man, is academically qualified for the post, though he would, I think, be the first to admit that he does not and cannot devote the whole of his time to the Aligarh Muslim University. We cannot assume, though we may hope, that when, in fullness of time, a successor has to be found for him, the successor will be equally qualified from an academic point of view. And then if we could be sure of that, there is still the difficulty that the Vice Chancellor cannot always be present at Aligarh. For these reasons when this Bill first came before us we had some doubt about amending the Act in such a way as to deprive the Vice Chancellor and his successors of the help of a permanent official like the Pro-Vice-Chancellor.

Having said that, I wish to go on to say that we recognise that the University, which was somewhat evenly divided on this matter in 1934, is now overwhelmingly in favour of the abolition of this post and there is some reason to believe—and it has been indicated this afternoon on the floor of the House—that the existence of two posts of Vice-Chancellor and Pro-Vice-Chancellor in what I might call a parallel, rather than a subordinate relation, one to the other, has led to disunion and perhaps even to some element of dead-lock. I wish to say that we on this side certainly do not desire to perpetuate a situation in which such things can happen. In our opinion the Vice Chancellor of the day must be master of his own house. He must be supreme at the Vice Chancellor level.

I have had some talks with my Honourable friends of the Muslim League Party who are also members of the Executive Council and Court of the University and I think we are all agreed that if the post of Pro-Vice-Chancellor, as at present provided in the Act, is abolished, there is great need for some assistance to be given to the Vice Chancellor, at all events, to the extent of having some whole-time member of the University, designated beforehand and for a specified period, who would automatically act for the Vice Chancellor when the latter is away from Aligarh. Such a person might perhaps have other duties as well, though not such as to bring him into conflict with the Vice Chancellor. That, however, is a matter for consideration and discussion. My talks with Honourable Members have led me to believe that we shall have very little difficulty in arriving at a solution of this matter acceptable both to Government and to the university; and on that basis and in the belief that, not by itself but as part of such a scheme to give the Vice Chancellor the help to which he is entitled, I feel that this is a Bill which Government should not oppose. I may add that

[Mr. J. D. Tyson.]

gives me personally considerable pleasure to be able on this day to do something for my Honourable friends opposite, and especially for the Mover of this Bill.

Nawabzada Muhammad Liaquat Ali Khan (Rohilkund and Kumaon Divisions: Muhammadan Rural): Sir, the Honourable Education Secretary, I was noticing, was laying too much emphasis on the academic qualification necessary for the Vice Chancellor of the Aligarh University. I would like to know if there is any university in India where any academic qualification is laid down for the Vice Chancellor. Is he not aware that there are certain universities where the Vice Chancellors have no academic qualifications whatsoever? Was it necessary for the Government to consider that a Pro-Vice Chancellor should be appointed in those universities? Anyhow, because Aligarh has got a history behind it and in the past there have been Muslims of great eminence as Vice Chancellors who may, according to the Honourable Secretary, not have had academic qualifications—academic qualification according to him means that he must possess a degree of some British or Indian university and teaching experience. It is not necessary for a man to be Vice Chancellor that he must possess either the teaching experience or the degree of some university. In Delhi we have a Vice Chancellor today who was a judge, and had nothing to do with teaching as such for years and years. My Honourable friend, Sir Cowasjee Jehangir, says 'yes'; in that way we all have something to do with education; but he has proved to be a very successful Vice Chancellor. In other places we have the same type of people and I do not think I have any apprehension whatsoever in my mind that the Muslim community in the future would like to have an illiterate man as the Vice Chancellor of the Aligarh University; and therefore the court after very careful consideration and let me tell this Honourable House that this point which has been raised by the Honourable Secretary was raised in the meeting of the court also, and these apprehensions were expressed by certain members of the court when this matter came under consideration,—and the court practically unanimously decided that the existence of the Pro Vice Chancellor either of a status and with the powers as provided in the Muslim University Act or as provided in the Benares Hindu University Act, was not needed at Aligarh.

My Honourable friend has referred to certain talks that he had with some members of the Muslim League Party who are members of the executive council. I happen to be one of those who are members of the executive council of the Aligarh Muslim University and he did draw our attention to this fact that as the Vice Chancellor of Aligarh has to go out of Aligarh, specially for the collection of funds for the university, because not being a Government university it has to depend on public support and public finance, therefore it may be desirable to provide for some person who might act for him in his absence. We recognised the importance of this question and we did think that it would be desirable to have some one who would not act as assistant of the Vice Chancellor—I want to make this perfectly plain—but who would automatically act for the Vice Chancellor when he is not in Aligarh. We are dead opposed to again creating the office of an assistant Vice Chancellor or a deputy Vice Chancellor or Pro Vice Chancellor in the University under some other name. We feel that the Vice Chancellor or any one who accepts the office of Vice Chancellor must take the fullest responsibility for the affairs of the university, and therefore the court did not approve of having a Pro Vice Chancellor of the status and powers that are given to the one in the Benares University; and therefore I want to make it perfectly plain that if the Aligarh University authorities agree—and I think they would agree, to the creation of such an office, that person would only perform such duties as would be entrusted to him in the absence of the Vice Chancellor from Aligarh. I want to make this quite plain to the Honourable Secretary for Education so that the Government may not be under any misapprehension with regard to this matter.

Mr. Sri Prakasa (Allahabad and Jhansi Divisions: Non-Muhammadan Rural): You want some statutory sanction?

Nawabzada Muhammad Liaquat Ali Khan: No, we will have statutes; the statutes can provide for that. I thought that it is necessary to clear up the position, because from what the Honourable Secretary said, it appeared that he seemed to have in his mind some person who would act not only in the absence of the Vice Chancellor but who would be there generally to assist the Vice Chancellor. That is not the intention and that is not the idea; and therefore I want to make this position perfectly clear. I think it would be desirable for the university to provide for some person to exercise authority in the absence of the Vice Chancellor from Aligarh, and not under any other circumstances. Otherwise we will be going back to the same position which the court of the university has rejected. I thought that I would just intervene to make the position clear, so that the Government, if they want to oppose this Bill after hearing this, may do so. I do not want them to remain under any misapprehension with regard to this matter.

Dr. Sir Zia Uddin Ahmad (United Provinces Southern Divisions; Muhammadan Rural): Sir, there is some kind of misunderstanding. Nobody expects that the Vice Chancellor must have been a teacher; and it is not necessary that even an educationist must have been a teacher; but at the same time it is desirable, whether a person may or may not have been a teacher, he should be able to understand the academic problems: that is all that is necessary; and one thing more: when we are now decentralising the work of the Vice Chancellor in the university by creating the colleges at Aligarh, and the work which is now being done by the Pro-Vice Chancellor and the Vice Chancellor is now being done by the deans of the university, the provosts in the halls and also by the principals of the associated colleges, so that the work left for the Vice Chancellor will be very small; and it is a fact that when he is absent from Aligarh it will be necessary that there must be somebody who should do the work for him while he is away. At the present moment the work of the Vice Chancellor is more of a coordinating nature, so that he is the coordinating agency between the different officers who are entrusted with special duties and special powers. When we appoint special officers like the principals of the associated colleges and deans of the university, then we have really good academicians who have been teachers for a considerable time and all the academic experience comes from them and so the real change we have made is that the work which is now being done by one person, the Pro-Vice Chancellor will now be done by 7 or 8 persons, the deans and provosts and the principals of the associated colleges. That is really the important thing. With these words, I support the motion.

Several Honourable Members: The question be now put.

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

"That the question be now put."

The motion was adopted.

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

"That the Bill further to amend the Aligarh Muslim University Act, 1920 (*Amendment of sections 16, 20, etc.*), be taken into consideration."

The motion was adopted.

Clauses 2 to 5 were added to the Bill.

Mr. H. A. Sathar H. Essak Sait (West Coast and Nilgiris - Muhammadan): Sir, I move:

"That for clause 6 of the Bill the following be substituted:

'6. *Amendment of section 38, Act XL of 1920.*—In sub-section (1) of section 38 of the said Act,—

(a) For the words "shall appoint persons to fill casual vacancies in the offices of Vice-Chancellor and Pro-Vice-Chancellor" the words "shall appoint a person to fill a casual vacancy in the office of Vice-Chancellor" shall be substituted;

(b) for the word "Persons", where it occurs for the second time, the words "The person" shall be substituted."

This is being moved in the interest of better drafting. If clause 6 were passed as it is worded, it would have left out the word 'a' and there would have been bad reading. Therefore I move.

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

"That for clause 6 of the Bill the following be substituted:

[Mr. President.]

6. Amendment of section 38, Act XI of 1920—In subsection (1) of section 38 of the said Act,—

(a) for the words "shall appoint persons to fill casual vacancies in the offices of Vice-Chancellor and Pro-Vice-Chancellor" the words "shall appoint a person to fill a casual vacancy in the office of Vice-Chancellor" shall be substituted;

(b) for the word "Persons", where it occurs for the second time, the words "The person" shall be substituted."

The motion was adopted.

Clause 6, as amended, was added to the Bill.

Clause 7 was added to the Bill.

Clause 1 was added to the Bill.

The Title and the Preamble were added to the Bill.

Syed Ghulam Bhik Nairang: Sir, I move:

"That the Bill, as amended, be passed."

In moving this motion I shall just say a few words. I must express my gratitude to my Honourable and good hearted friend Mr. Tyson who in the matter of this Bill has been very helpful. In fact, on all occasions, he has been helpful to every member of this House.

Nawabzada Muhammad Liaquat Ali Khan: Except in the Delhi University Bill.

Syed Ghulam Bhik Nairang: Even when I had to cross swords with him in the debates on the Delhi University Amendment Bill I found him good hearted and possessing the kindest feelings for those whose grievances I represented but I knew all along and I said in the course of the speeches I made on that Bill that Mr. Tyson, could not be himself in those debates. His hands were forced and he was not a free agent.

This Bill when it passes into law will be a very important measure intended to reform the existing constitution of the Aligarh Muslim University, I think all the members of the Court and Members of the Executive Council of the University will consider it as the parting gift of our good hearted friend Mr. Tyson, as he is shortly going to leave us. We shall very much miss him in this House, but we shall have the consolation that while going away he gave us something very precious as a souvenir and keepsake. I must also very profusely thank the Honourable the Leader of the House for having given us an opportunity of moving for the consideration and passing of this Bill. Owing to some peculiar developments during the three non-official days, I had apparent cause for despair that my Bill is not going to be passed in the present session but the Leader of the House very kindly came to my rescue. I know that could not be done without the good offices of the Chair and therefore I offer my thanks to the Chair and to the entire House on behalf of the Court and the Executive Council of the University. With these words, Sir, I move that the Bill as amended be passed.

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

"That the Bill, as amended, be passed."

The motion was adopted.

THE INDIAN DIVORCE BILL

Sir F. E. James (Madras: European): Sir, I move for leave to introduce a Bill to amend the law relating to the divorce of persons professing the Christian religion.

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

"That leave be granted to introduce a Bill to amend the law relating to the divorce of persons professing the Christian religion."

The motion was adopted.

Sir F. E. James: Sir, I introduce the Bill.

THE DELHI MUSLIM WAKFS (AMENDMENT) BILL (AMENDMENT OF SECTIONS 2, 7, ETC.)

Maulvi Muhammad Abdul Ghani (Tirhut Division: Muhammadan): Sir, I beg to move for leave to introduce a Bill further to amend the Delhi Muslim Wakfs Act, 1943 (Amendment of sections 2, 7, etc.)

THE DELHI MUSLIM WAKFS (AMENDMENT) BILL

(AMENDMENT OF SECTIONS 2, 7, ETC.)

Maulvi Muhammad Abdul Ghani (Tirhut Division: Muhammadan): Sir, I beg to move for leave to introduce a Bill further to amend the Delhi Muslim Wakfs Act, 1943 (*Amendment of sections 2, 7, etc.*)

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

"That leave be granted to introduce a Bill further to amend the Delhi Muslim Wakfs Act, 1943 (*Amendment of sections 2, 7, etc.*)"

The motion was adopted.

Maulvi Muhammad Abdul Ghani: Sir, I introduce the Bill.

THE ALIGARH MUSLIM UNIVERSITY (AMENDMENT) BILL

(AMENDMENT OF SECTION 5(3).)

Dr. Sir Zia Uddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): Sir, I beg to move for leave to introduce a Bill further to amend the Aligarh Muslim University Act, 1920 (*Amendment of section 5(3)*).

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

"That leave be granted to introduce a Bill further to amend the Aligarh Muslim University Act, 1920 (*Amendment of section 5(3)*).

The motion was adopted.

Dr. Sir Zia Uddin Ahmad: Sir, I introduce the Bill.

THE CODE OF CIVIL PROCEDURE (AMENDMENT) BILL

(AMENDMENT OF SECTION 54, ETC.)

Mr. Lalchand Navalrai (Sind: Non-Muhammadan Rural): Sir, I beg to move for leave to introduce a Bill further to amend the Code of Civil Procedure, 1908 (*Amendment of section 54, etc.*).

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

"That leave be granted to introduce a Bill further to amend the Code of Civil Procedure, 1908 (*Amendment of section 54, etc.*)"

The motion was adopted.

Mr. Lalchand Navalrai: Sir, I introduce the Bill.

THE DELHI SIKH GURDWARAS AND RELIGIOUS ENDOWMENTS BILL

Sardar Mangal Singh (East Punjab: Sikh): Sir, I beg to move for leave to introduce a Bill to provide for the better administration of the Sikh Gurdwaras in the Delhi Province and their properties wheresoever situate.

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

"That leave be granted to introduce a Bill to provide for the better administration of the Sikh Gurdwaras in the Delhi Province and their properties wheresoever situate."

The motion was adopted.

Sardar Mangal Singh: Sir, I introduce the Bill.

THE TECHNICAL PERSONNEL PROTECTION BILL

Pandit Nilakantha Das (Orissa Division: Non-Muhammadan): Sir, I beg to move for leave to introduce a Bill to provide for the protection of technical personnel in industries.

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

"That leave be granted to introduce a Bill to provide for the protection of technical personnel in industries."

The motion was adopted.

Pandit Nilakantha Das: Sir, I introduce the Bill.

THE INDIAN PENAL CODE (AMENDMENT) BILL

(AMENDMENT OF SECTION 302.)

Qazi Muhammad Ahmad Kazmi (Meerut Division: Muhammadan Rural): Sir, I beg to move for leave to introduce a Bill further to amend the Indian Penal Code, 1860 (*Amendment of section 302*).

Mr. President (The Honourable Sir Abdur Rahim): The question is: "That leave be granted to introduce a Bill further to amend the Indian Penal Code, 1860 (*Amendment of section 302*)."

The motion was adopted.

Qazi Muhammad Ahmad Kazmi: Sir, I introduce the Bill.

THE LAND ACQUISITION (AMENDMENT) BILL

(AMENDMENT OF SECTION 3 AND INSERTION OF NEW SECTION 56.)

Maulvi Muhammad Abdul Ghani (Tirhut Division: Muhammadan): Sir, I beg to move for leave to introduce a Bill further to amend the Land Acquisition Act, 1894 (*Amendment of section 3 and insertion of new section 56*).

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

"That leave be granted to introduce a Bill further to amend the Land Acquisition Act, 1894 (*Amendment of section 3 and insertion of new section 56*)."

The motion was adopted.

Maulvi Muhammad Abdul Ghani: Sir, I introduce the Bill.

THE CODE OF CRIMINAL PROCEDURE (AMENDMENT) BILL

(AMENDMENT OF SECTION 14.)

Lala Sham Lal (Ambala Division: Non-Muhammadan): Sir, I beg to move for leave to introduce a Bill further to amend the Code of Criminal Procedure, 1898 (*Amendment of section 14*).

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

"That leave be granted to introduce a Bill further to amend the Code of Criminal Procedure, 1898 (*Amendment of section 14*)."

The motion was adopted.

Lala Sham Lal: Sir, I introduce the Bill.

THE CODE OF CIVIL PROCEDURE (AMENDMENT) BILL

(AMENDMENT OF SECTION 103.)

Qazi Muhammad Ahmad Kazmi (Meerut Division: Muhammadan Rural): Sir, I beg to move for leave to introduce a Bill further to amend the Code of Civil Procedure, 1908 (*Amendment of section 103*).

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

"That leave be granted to introduce a Bill further to amend the Code of Civil Procedure, 1908 (*Amendment of section 103*)."

The motion was adopted.

Qazi Muhammad Ahmad Kazmi: Sir, I introduce the Bill.

THE DELHI RESTRICTION OF USES OF LAND (AMENDMENT) BILL

Qazi Muhammad Ahmad Kazmi (Meerut Division: Muhammadan Rural): Sir, I beg to move for leave to introduce a Bill to amend the Delhi Restriction of Uses of Land Act, 1941.

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

"That leave be granted to introduce a Bill to amend the Delhi Restriction of Uses of Land Act, 1941."

The motion was adopted.

Qazi Muhammad Ahmad Kazmi: Sir, I introduce the Bill.

MESSAGE FROM THE COUNCIL OF STATE

Secretary of the Assembly: Sir, a message has been received from the Council of State:

"I am directed to inform you that the Council of State at its meeting held on the 12th April, 1945, agreed without any amendment to the Bill further to amend the Indian Patents and Designs Act, 1911, which was passed by the Legislative Assembly at its meeting held on the 2nd April, 1945."

Mr. President (The Honourable Sir Abdur Rahim): I now adjourn the Assembly *sine die*.

The Assembly then adjourned *sine die*.

CORRIGENDA

In the Legislative Assembly Debates, Budget Session, 1945—In Volume I—

1. No. 1, dated the 8th February 1945, Page 18, in the statement in column 3, under the heading 'Year Ordered' against item Imported—Broad Gauge—General service for "1943" read "1944";

2. No. 2, dated the 9th February 1945—

- (i) Page 119, in the heading to question No. 67 for "BE" read "RE";
- (ii) Page 133, line 22 from bottom, after "this" insert "is";
- (iii) Page 136, line 23, for "sometimes" read "some time";

3. No. 3, dated the 10th February 1945, Page 208, line 20, for "Rs. 29, 995" read "Rs. 14,694" and line 30, for "Rs. 14,694" read "Rs. 29,995";

4. No. 5, dated the 14th February 1945—

- (i) Page 317, in the statement—in the heading after "Communal" insert "Composition" and delete "Composition" in the next line;
- (ii) Page 349, line 8 from bottom, for "superstition" read "superstition";
- (iii) Page 355, line 13, for "pseudo-sanatism" read "pseudo-sanatanism";
- (iv) Page 361, line 30, for "Diabilities" read "Disabilities";
- (v) Page 367, line 13, for "anulama and partiloma" read "anuloma and pratiloma";
- (vi) Page 368, line 9, for "religous" read "religious";
- (vii) Page 378, line 10 from bottom, after "man" insert "and";

5. No. 6, dated the 15th February 1945—

- (i) Page 397, in the statement against "Total" for "382" read "238";
- (ii) Page 398, for "† 280* and 281*" read "‡ 280* and 281*";

6. No. 7, dated the 19th February 1945—

- (i) Page 436, in heading to question No. 353 for "C. S." read "I. C. S.";
- (ii) Page 457, in the statement in column "Loan", for "15,00,0009" read "15,00,000"; in column "Grant" for "8,0000" read "80,000"; and for "55,52,44" read "55,52,445";
- (iii) Page 458, line 6 from bottom, for "Rew Gram" read "Red Gram";
- (iv) Page 467, line 9 from bottom, for "uptil" read "until";
- (v) Page 511, line 27 from bottom, for "in" read "if";

7. No. 8, dated the 20th February 1945—

- (i) Page 524, in the statement in column "Total", for "(+) 4,51,69,2180" read "(+) 4,51,69,218";
- (ii) Page 554, line 7, for "the" read "we";

8. No. 9, dated the 21st February 1945—

- (i) Page 594, line 11, for "limite" read "limited"; line 12, for "lac" read "lack"; and at the end of the last line add "ago!";
- (ii) Page 642, line 21, for "speed" read "spend";
- (iii) Page 644, line 21, for "fused" read "used";
- (iv) Page 647, line 1, for "onforming" read "conforming";

9. No. 10, dated the 22nd February 1945, Page 699, line 17, for "come" read "comes";

10. No. 11, dated the 23rd February 1945—

- (i) Page 728, line 23, for "factor" read "factory";
- (ii) Page 731, line 8, for "Cessrs." read "Messrs.";

In Volume II—

11. No. 2, dated the 1st March 1945—

- (i) Page 882, line 25, for "scape" read "escape";
- (ii) Page 888, line 7 from bottom, for "sanitorium" read "sanatorium";
- (iii) Page 900, line 11 from bottom, for "en block" read "en bloc";
- (iv) Page 926, line 13, after "I" insert "do";

12. No. 4, dated the 5t March 1945—

- (i) Page 1014, for the existing footnote read “ †These questions have been postponed to be answered on the 21st March 1945 ” ;
- (ii) Page 1032, line 24 from bottom, for “ *sulm* ” read “ *zulm* ” ;
- (iii) Page 1053, line 4, for “ The Member ” read “ The Honourable Member ” ;

13. No. 6, dated the 7th March 1945—

- (i) Page 1084, in the heading to Question No. 777 for “ Officers ” read “ Offices ” ;
- (ii) Page 1095, in the footnote for “ 796 ” read “ 795 ” ;
- (iii) Page 1119, delete line 20 ;
- (iv) Page 1125, line 16, put a dagger at the beginning ;
- (v) Page 1128, line 4, for “ on ” read “ no ” ;
- (vi) Page 1130, transpose line 10 from bottom to make it line 47 from top ;
- (vii) Page 1133, line 11, for “ It is fair ” read “ Is it fair ” ;
- (viii) Page 1134, line 13 from bottom, for “ *Tare bismilla katil tamasha* ” read “ *Tere bismil ke katil ka tamasha* ” ;
- (ix) Page 1139, line 19 from bottom, for “ improvement ” read “ improverishment ” ;
- (x) Page 1144, line 15 from bottom, for “ if ” read “ is ” ;

14. No. 7, dated the 8th March 1945—

- (i) Page 1191, in heading to Question No. 843 for “ *HEE* ” read “ *GHEE* ” ;
- (ii) Page 1199, line 18 from bottom, for “ *carious* ” read “ *curious* ” ;
- (iii) Page 1211, line 7, for “ alter ” read “ later ” ;
- (iv) Page 1215, line 15, after “ between ” add “ us ” ;

15. No. 8, dated the 9th March 1945—

- (i) Page 1257, line 23 from bottom, for “ is ” read “ in ” ;
- (ii) Page 1268, line 8, for “ bear ” read “ hear ” ;

16. No. 9, dated the 10th March 1945, Page 1315, add at the end of the page “ to go there. And when there is no Government—as in my province of U. P.—one does not know where to go, and if any complaint is made in the public ” ;

17. No. 10, dated the 12th March, 1945, Page 1359, insert “ Railway Waiting Room Bearers at Ambala Cantonment, etc. ” as the heading of unstarred question No. 85 ;

18. No. 11, dated the 13th March 1945—

- (i) Page 1406, add at the end of the page “ private forests ” ;
- (ii) Page 1427, transpose line 34 from bottom to make it line 24 from top ;
- (iii) Page 1438, line 2 from bottom, for “ Prof. Rana ” read “ Prof. Ranga ” ;

In Volume III—

19. No. 1, dated the 14th March 1945—

- (i) Page 1488, line 1, for “ *Mamalnayan* ” read “ *Kamalnayan* ” ;
- (ii) Page 1491, in the heading to Question No. 993 for “ an ” read “ Ban ” and for “ The Choice Turks ” read “ The Choice of the Turks ” ;
- (iii) Page 1496, in the heading to Short Notice Question for “ Requisition ” read “ Requisitioning ” ;
- (iv) Page 1518, line 17, for “ an ” read “ and ” ;

20. No. 3, dated the 16th March 1945—

- (i) Page 1614, delete third line of Part (c) of the Answer to Question No. 1072 ;
- (ii) Page 1626, line 29 from bottom, for “ land-lease ” read “ lend-lease ” ;
- (iii) Page 1628, line 14, after “ will ” insert “ find ” ;
- (iv) Page 1639, line 30, for “ intriguing ” read “ intriguing ” ;

21. No. 4, dated the 19th March 1945—

- (i) Page 1656, in second line of Part (c) of the Answer to Question No. 1078 ; for “ taken ” read “ take ” ;
- (ii) Page 1686, line 11, for “ have ” read “ leave ” ;
- (iii) Page 1687, line 8, for “ respectice ” read “ respective ” ;
- (iv) Page 1691, line 29, for “ these ” occurring second time read “ there ” ;

22. No. 5, dated the 20th March 1945—

- (i) Page 1756, in the heading to Question No. 1171 for "Operations" read "Operators";
- (ii) Page 1764, line 4, for "for" read "from";
- (iii) Page 1767, delete line 24;
- (iv) Page 1776, line 18, delete "an";

23. No. 6, dated the 21st March 1945—

- (i) Page 1824, in the heading to Question No. 1223 before "cloth" insert "Muslin";
- (ii) Page 1862, line 28, after "only" insert "in";

24. No. 7, dated the 22nd March 1945—

- (i) Page 1924, line 5, delete the comma after "This" and for "1943" read "1945";
- (ii) Page 1926, line 2, for "Chatveld" read "Chatfield";

25. No. 8, dated the 23rd March 1945—

- (i) Page 1960, line 2 and line 16, for "6th March" read "7th March"; and line 20 from bottom, for "United" read "Unified";
- (ii) Page 1964, line 16 from bottom, for "noted grant" read "a voted grant";
- (iii) Page 1979, lines 3 and 4, for "resented" read "presented";

26. No. 9, dated the 26th March 1945—

- (i) Page 2010, line 11, for "contacted" read "contracted"; and line 29, for "Rs. 10" read "Rs. 40";
- (ii) Page 2022, line 7 from bottom, for "S. Chandra" read "Miss S. Chandra";

27. No. 10, dated the 27th March 1945—

- (i) Page 2085, under "List of Panels Constituted" transpose right and left columns;
- (ii) Page 2116, line 17, for "got" read "go";

28. No. 11, dated the 28th March 1945—

- (i) Page 2180, line 13 from bottom, for the semi-colons substitute the commas; and line 6 from bottom, for "contract" read "contact";
- (ii) Page 2181, line 10, for "joined" read "joint"; line 22, for "for" read "from"; line 21 from bottom, for "were" read "where"; and line 13 from bottom, for "Gross" read "Cross";

29. No. 12, dated the 29th March 1945, Page 2246, line 12, for Mr. "W. Tyson" read Mr. "G. W. Tyson";

In Volume IV—

30. No. 1, dated the 2nd April 1945, Page 2292, line 23 from bottom, for "ranks" read "banks";

31. No. 2, dated the 3rd April 1945—

- (i) Page 2364, in the heading to Question No. 1558 for "Malakand" read "Malakwal";
- (ii) Page 2367, in the heading to Question No. 1562 for "Rali" read "Rail";
- (iii) Page 2394, line 1, delete "in";
- (iv) Page 2395, line 4 from bottom, for "nine" read "mine";
- (v) Page 2409, line 11, for "change" read "charge";

32. No. 3, dated the 4th April 1945—

- (i) Page 2443, in line 1 of Part (a) of Answer to Question No. 1615 for "increased" read "incurred";
- (ii) Page 2489, line 7, for "executive" read "executive"; and line 12 and line 14, for "bold" read "bald";

33. No. 4, dated the 5th April 1945, Page 2540, line 2 from bottom, for "objections" read "objections";

34. No. 6, dated the 9th April 1945—

- (i) Page 2669, line 21 from bottom, for " 8,000 " read " 3,000 " ;
- (ii) Page 2674, line 16 from bottom, for " out " occurring for the first time read " our " ;
- (iii) Page 2679, line 15 from bottom, for " Mr. Honourable friend " read " My Honourable friend " ;

35. No. 7, dated the 10th April 1945—

- (i) Page 2735, transpose lines 8 and 9 ;
- (ii) Page 2737, line 15 from bottom, for " matter " read " matters " ; and line 14 from bottom, after " appreciate " insert " his " ;

36. No. 8, dated the 11th April 1945—

- (i) Page 2751, line 25, for " indints " read " indents " and for " bulged " read " bulked " ;
- (ii) Page 2760, line 27, for " Eharegat " read " Kharegat " ; line 28, for " creation " read " creation " ; and line 31, for " wili " read " will " ;
- (iii) Page 2770, line 20 from bottom, for " legislative " read " Legislature " ;
- (iv) Page 2773, line 30, for " what " read " wants " , and transpose this line so amended and line 29 ; and line 38, insert " other " between " and " and " officers " ;

37. No. 9, dated the 12th April 1945, Page 2842, delete lines 1 to 5 from bottom relating to the Delhi Muslim Wakfs (Amendment) Bill.