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1946



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LEGISLATIVE ASSEMBLY

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LEGISLATIVE ASSEMBLY

Wednesday, 20th February, 1946

The Assembly met in the Assembly Chamber of the Council House at Eleven of the Clock, Mr. President (The Honourable Mr. G. V. Mavalankar) in the Chair.

STARRED QUESTIONS AND ANSWERS

(a) ORAL ANSWERS

SCIENCE ACADEMYS AT CALCUTTA AND BANGALORE

379. *Prof. N. G. Ranga: (a) Will the Education Secretary be pleased to state if he has recognised the Science Academy at Calcutta and not recognised the Indian Academy of Science at Bangalore? If so, what are the reasons therefor?

(b) What is the membership of these organisations?

(c) Is it a fact that the Bangalore Academy was asked to approach the Government of India through the Calcutta Academy with its application for a grant for its very valuable periodical?

(d) If so, why do not Government allow independent scientists or their organisations to approach Government directly for assistance?

Dr. John Sargent: (a) The Honourable Member is presumably referring to the National Institute of Sciences of India whose headquarters have been for a long time in Calcutta and are now being transferred to New Delhi. The Institute has been recognised by the Government of India as the premier society representing all branches of science in India. There are three existing all-India scientific societies—The National Institute of Sciences of India, Calcutta, The Indian Academy of Science at Bangalore, The National Academy of Science, Allahabad, and the need has long been recognised of having one body which would speak with the same authority on scientific subjects as the Royal Society in Great Britain. The Government of India referred this question in 1936 to Sir James Irvine, Principal of the St. Andrews University. Taking into consideration the history of these bodies, their aims and objects, and their prospects of representing science in India as a whole, Sir James Irvine placed the National Institute of Sciences of India first on the list. This recommendation has since been endorsed by Prof. A. V. Hill, Secretary of the Royal Society who visited India in 1944. The decision of the Government of India, has therefore, been taken on the best expert advice available.

(b) At the end of 1945 the National Institute of Sciences had 219 Ordinary Fellows and 25 Honorary Fellows on the roll. In the same period, the Indian Academy of Science had 199 Ordinary Fellows and 40 Honorary Fellows.

(c) The answer is in the affirmative.

(d) One of the objects of the recognition of the National Institute of Sciences as the premier scientific society of India is to constitute a body from whom the Government of India can seek authoritative advice on problems relating to scientific training and research. If that object is to be achieved, it is necessary that the Government of India should have the advice of the National Institute in regard to applications submitted by individual scientists or by scientific bodies which do not belong to the National Institute.

Prof. N. G. Ranga: In view of the fact that scientists are nearly equally divided as between these two organisations what is it that prevents Government from recognising both and gaining their co-operation or trying to bring about some co-operation and compromise between these two organisations so that it may be possible to have one all-comprehensive organisation of scientists in this country?

Dr. John Sargent: I am glad to say that in both cases strong efforts have been made to secure that co-operation and, I believe, with a considerable measure of success. Practically all the leading scientists of India with one notable exception are, I think, members of the National Institute while retaining membership of any other bodies that they may belong to. And my latest information is that that very distinguished gentleman may, as we all desire, decide to join the Institute in the near future.

Dr. Sir Zia Uddin Ahmad: Government must be aware that this split was due to a difference of opinion between two scientists. What action are they taking to unite them in view of the fact that it is inconvenient for scientists to belong to two organisations resulting in great expenditure of time and money?

Dr. John Sargent: I am glad to say that action is, I think being taken by the scientists themselves. Any kind of help to bring about a rapprochement which one can give we certainly will give.

Dr. Sir Zia Uddin Ahmad: What help are Government giving in this matter?

Dr. John Sargent: I have done everything that I could. I have discussed this matter with the representatives of the Institute and, as I have just said, I was delighted to hear that as a result of the action which they have taken, which I have done everything to encourage, this rapprochement is taking place.

Prof. N. G. Ranga: Are Government aware that great resentment prevails among scientists who are associated with the Bangalore Academy because their application to the Government of India for assistance from Government for their journal was turned down on the ground that it should first of all be sent to the Calcutta Institute?

Dr. John Sargent: I was not aware that there was any resentment. In regard to the second part of the question, it seems to me implicit in the fact that it is desirable to have a body speaking for science as a whole that Government should refer to it important scientific questions. With regard to this particular application, my suggestion to the body making it was that it would be more in accord with the dignity of a learned profession if they secured the support of their colleagues in the profession in the first place rather than used my Department as a post office.

Prof. N. G. Ranga: In view of the fact that we have so many distinguished scientists in India, where is the necessity for Government to go and consult some scientists in England or bring a scientist from England on a roving mission in order to ask for his opinion as to which organisation should be recognised? Why do not Government recognise both and at the same time use their good offices to bring about unity between the two?

Dr. John Sargent: We felt, as other countries have felt, that it would help to have one society to which we could refer, rather than two rival societies.

Sri M. Ananthasayanam Ayyangar: May I know if the differences between the two important scientists was not reflected in the matter of selection of students for training abroad, and those persons who had qualifications from or training in Bangalore Academy were rejected merely because they were connected with Sir C. V. Raman?

Dr. John Sargent: No, Sir, that is quite contrary to my impression.

Sri M. Ananthasayanam Ayyangar: May I know why Sir C. V. Raman was not sent to England along with the other scientists? Is it the policy of the Government of India to reject him or to persistently put him down?

Dr. John Sargent: Certainly not. I think we all have the greatest respect for the gentleman in question.

Sri M. Ananthasayanam Ayyangar: Then why was he not sent to England along with the other scientists?

Dr. John Sargent: I shall require notice of that; I was not dealing with it at the time.

FOODGRAINS SCARCITY IN MYSORE

380. *Prof. N. G. Ranga: Will the Food Secretary be pleased to state:

(a) if it is a fact that foodgrains scarcity in the Mysore State has become worse during November, December and January;

(b) if the State Government has asked for additional supplies of foodgrains from the Government of India and to what extent such additional supplies have been made;

(c) if it is also a fact that in Chitaldurg and neighbouring districts, crops have failed and so the local production of foodgrains has been reduced considerably;

(d) the latest foodgrains supply position in Mysore; and

(e) what further steps are proposed by the Mysore State Government and are being taken by the Government of India to relieve the foodgrains scarcity of the Mysore State?

Mr. B. R. Sen: (a) The food position in Mysore State has deteriorated during these months owing to the continued failure of rains.

(b) Yes. The State has asked for additional supplies. Certain allotments have already been made and further assistance is being considered in the light of supplies available or likely to be available.

(c) Yes.

(d) The stocks of rice and millets at present in the hands of the Mysore Government are expected to suffice for several months more; meanwhile they will be receiving extra assistance from outside and procuring some grains internally also.

(e) The Government of India are closely watching the food position in Mysore from day to day and will endeavour to give as much assistance in the form of allotments of foodgrains from outside as possible.

Meanwhile the Mysore Government have undertaken the following measures:

(1) The beds of tanks and irrigation reservoirs have been thrown open for the cultivation of quick growing food crops.

(2) Distribution of electric power is being extended in areas where lift irrigation is possible.

(3) Cattle are being moved from the affected area to State forests where grazing is allowed free of charge.

(4) Hay is being transported to the affected areas.

Prof. N. G. Ranga: Is rural rationing being introduced in all the rural parts of Mysore in order to economise consumption of foodgrains and also to effect their equitable distribution?

Mr. B. R. Sen: Yes, Sir; some form of rural rationing has already been introduced in the Mysore State and steps are being taken to improve the form of rationing.

FORCED LABOUR PROBLEM OF INDIA.

381. *Prof. N. G. Ranga: Will the Honourable the Labour Member be pleased to state:

(a) if it is a fact that Government propose to appoint a Committee with a non-official chairman to study the Forced Labour problem of India; if so, its terms of reference;

(b) whether the Indian States will also be included in its purview; and

(c) whether the representations of the Kisans, Adibasis, Harijans, whose members are so largely subjected to *begar* or *Vetti* or forced labour will be invited to be its members?

The Honourable Dr. B. R. Ambedkar: The matter is under consideration

GRIEVANCES OF INDIAN EVACUEES FROM SOUTH EAST ASIATIC COUNTRIES

382. *Mr. P. B. Gole: Will the Secretary, Commonwealth Relations Department be pleased to appoint a committee of elected members of both the Houses to inquire into the grievances of Indian evacuees from South East Asiatic countries and ascertain if any discrimination was made in favour of Anglo-Burmans and Europeans to the detriment and suffering of the Indians and to fix the responsibility for such discrimination?

Mr. E. N. Banerjee: It is not clear if the Honourable Member has in mind grievances about discrimination during the process of evacuation or such grievances in respect of the arrangements made for the maintenance of evacuees after their evacuation to India. Any enquiry into the former grievances so late in the day would obviously be impracticable and Government do not make any discrimination in respect of provision for the post-evacuation maintenance of evacuees. Appointment of a committee of enquiry is not, therefore, considered necessary.

Mr. P. B. Gole: In my question I referred to the complaints of evacuees in the process of evacuation and the answer is that it is too late. I should like to know how it is too late to inquire into the grievances.

Mr. E. N. Banerjee: The evacuation took place in 1942.

Shri Mohan Lal Saksena: When were the grievances brought to the notice of the Government?

Mr. E. N. Banerjee: Certain grievances came to the notice of the Government at the time and Government did what they could to mitigate them.

Shri Mohan Lal Saksena: Did they investigate into their grievances?

Mr. E. N. Banerjee: They did their best.

Shri Mohan Lal Saksena: My question is specific: Did they investigate into the grievances, or not?

Mr. E. N. Banerjee: Certain general enquiries were made.

Shri Mohan Lal Saksena: What was the result of the enquiries?

Mr. E. N. Banerjee: Sir, I require notice of that question.

Mr. President: Next question.

CORRIDOR TO H. E. H. THE NIZAM'S DOMINATIONS

383. *Prof. N. G. Ranga: Will the Honourable the Leader of the House be pleased to state:

(a) if it is a fact that representations have been made to the British or Indian Government or both by the His Exalted Highness the Nizam's Government or by any non-official organisation for granting a corridor to the Nizam from the Nizam's dominions to the Masulipatam port; if so, when such representations were made;

(b) the answers given by the British or Indian Government; and

(c) whether the Government of India will give an assurance that no such grant of the British Indian territory will be made to the Nizam or to any other Indian state until the Constituent Assembly discusses and decides upon such questions?

The Honourable Sir Edward Benthall: (a) No.

(b) Does not arise.

(c) Any such proposal would involve the diminution of the area of a British Indian Province or Provinces and would, therefore, fall to be effected by Order in Council under section 290 of the Constitution Act under the operation of which the Secretary of State would be required to take steps to ascertain the views of the Central Government and of the Chambers of the Central Legislature and the views of the Government and of the Chamber or Chambers of the Legislature of any Province affected by the proposal before a draft of the necessary Order was laid before Parliament.

Prof. N. G. Ranga: In regard to part (c), there is a different question here, namely that no such procedure should be followed and no decision should be taken until the Constituent Assembly discusses and decides upon such questions. That has not been answered by my Honourable friend. Even supposing that Constituent Assembly is not expected to come into being, he gives us the procedure to be followed, but now that the Constituent Assembly is going to come into existence, will the Government of India hold up that procedure and action until that Constituent Assembly comes in?

The Honourable Sir Edward Benthall: No, Sir. I have described the constitutional position and the Constituent Assembly does not come into the constitutional position. I could not clearly give such an undertaking as is asked for in case the Constituent Assembly never did come into existence. But obviously no specific action is or ever would be intended in the meantime.

Prof. N. G. Ranga: If the answer to part (a) of the question is in negative, do I take it that it covers both the Governments—the Government of India as well as the British Government?

The Honourable Sir Edward Benthall: My reply to the whole question was 'no'.

Dr. Sir Zia Uddin Ahmad: While thanking Prof. Ranga for drawing the attention of the Mussalmans of India who have all along been sleeping over this matter, I ask the Honourable Member to hand over immediately to the Nizam Government the territories misappropriated by the British Government. And if not, why not?

Mr. President: Order, order.

Dr. Sir Zia Uddin Ahmad: I want a reply to my question—"If not, why not"? Why ceded districts and Berar are not handed over immediately to the Nizam's Government, and if not, why not? That is my question.

Mr. President: That does not arise out of the question.

Dr. Sir Zia Uddin Ahmad: It does.

Mr. President: It does not. Order, order.

Mr. Manu Subedar: May I ask what machinery, if any, Government have devised in order to take the consent of the population who will be transferred if these negotiations succeeded?

The Honourable Sir Edward Benthall: That does not arise. I have described the procedure as laid down under the Constitution Act.

Maulana Zafar Ali Khan: Was the Port of Masulipatam ever part of the Nizam's Dominions?

Prof. N. G. Ranga: Never.

The Honourable Sir Edward Benthall: That question does not arise.

Dr. Sir Zia Uddin Ahmad: Was the public consulted at the time the Government took possession of Berar, ceded districts and Masulipatam? Why consult now?

Mr. President: Order, order. Next question.

FOODGRAINS SCARCITY IN CERTAIN MADRAS DISTRICTS.

384. *Prof N. G. Ranga: Will the Secretary, Food Department be pleased to state:

(a) if it is not a fact that in Rayalaseema, Cuddapah, Kurnool, Chittoor, Bellary and Anantapur districts the Madras Government have been obliged to suspend the collection of the first Kist owing to the failure of crops;

(b) whether the Cuddapah Food Council has drawn the attention of Government in January, 1946, to the extreme scarcity of foodgrains;

(c) whether the black market price of rice has gone up to Rs. 75 per two maunds;

(d) whether many public leaders like Dr. Pattabhi, and Mr. T. Prakasam have expressed grave concern over this growing famine condition and extreme scarcity of foodgrains;

(e) whether the Madras Government have asked for any special assistance of the Government of India, including special supply of foodgrains; and

(f) what action Government propose to take or have taken to relieve the distress of the masses of this area?

Mr. B. E. Sen: (a) The information is partially correct in respect of Bellary and Kurnool Districts.

(b) No representation to that effect has been received by the Madras Government or the Commissioner of Civil Supplies.

(c) Government have no such information.

(d) Government have not received any such representation from either of the two gentlemen named.

(e) Yes, Sir.

(f) The Government of India have allotted certain extra quotas to the Madras Government to meet the emergency and the Madras Government themselves have arranged for the movement of special quotas to the affected districts. Further assistance is under consideration. Also, the Madras Government are proposing to have more fair price grain shops and co-operative stores and are intensifying arrangements for the procurement of surplus stocks.

Prof. N. G. Ranga: In regard to part (c) of this question the Honourable Member says that he has no such information. Is it not his duty to make enquiries about the existence of black market price, as is alleged here, being Rs. 75 per two maunds, when this matter was brought to his notice and when it was so very easy for him to look at the daily papers?

Mr. President: What is the Honourable Member's question?

Prof. N. G. Ranga: Is it not his duty to ascertain this information and place it before this House—whether it is correct or not?

Mr. B. E. Sen: I am prepared to make enquiries.

Prof. N. G. Ranga: In regard to part (d) of this question, I must enter my emphatic protest against the procedure followed by this Government. Dr. Pattabhi and Mr. Prakasam, Andhra leaders, have made certain statements in regard to the serious nature of the famine conditions prevailing there; they were published in all the important Dailies. Is it not the duty of the Government to keep themselves in touch with the way in which public opinion is expressing itself before they give an answer to a question when it is definitely placed before them?

Mr. B. E. Sen: The Government are fully in touch with public opinion on the subject. They are aware of the concern expressed by the public leaders on this question, but they have not noticed any particular statements by the leaders referred to by the Honourable Member.

Sjt. N. V. Gadgil: Has the Honourable Member noticed the appeal by the Viceroy for public co-operation in the matter of food?

Mr. President: Order, order.

Prof. N. G. Ranga: Sir, the Honourable Member gave the answer that they did not receive any representation from either of these two gentlemen. I take exception to that. When I drew their attention to this statement . . .

Mr. President: The Honourable Member's point seems to be that the Government is bound to be in touch with all that appears in the papers. The Honourable Member's reply is that they are trying to keep themselves in touch with the public opinion, but sometimes they miss some statements. Is that right?

Mr. B. E. Sen: Yes, Sir.

Prof. N. G. Ranga: If he wants let him consult the records here. It is drafted by somebody . . .

Mr. President: Order, order. What is the question of the Honourable Member?

Prof. N. G. Ranga: My question is whether many public leaders like Dr. Pattabhi and Mr. Prakasan have expressed grave concern over this growing famine situation and extreme scarcity of foodgrains. The answer, as I understood it,—I may have heard him wrong—was that they have not received any representations from these gentlemen. That is a very impertinent answer according to me.

Mr. President: What is the reply of the Honourable Member?

Mr. B. R. Sen: As I have already said, Government are in touch with public opinion on the subject. Concern has been expressed by public leaders all over the country, but, unfortunately, we have received no information about statements supposed to have been made by these two public leaders.

Prof. N. G. Ranga: That is a little improvement upon your written answer.

VISITS ABROAD OF SIR THEODORE GREGORY

385. *Mr. Manu Subedar: (a) Will the Honourable the Commerce Member please state how many visits abroad Sir Theodore Gregory has paid since the outbreak of the war?

(b) What was the object of each of them?

(c) What were the reports submitted by him to the Government of India?

(d) Do Government propose to give copies of such reports to the Members of the Assembly?

The Honourable Dr. Sir M. Azizul Huque: (a) Six.

(b) A statement is placed on the table.

(c) (i) A report on the prospects of Indian trade with United States of America prepared jointly with Sir David Meek.

(ii) A report on the United Nations' Monetary and Financial Conference at Bretton Woods, prepared jointly with other members of the Indian Delegation.

(d) Copies of the two reports mentioned above are available in the Library.

Statement of the visits made by the Economic Adviser to the Government of India to foreign countries

S. No.	Year of visit	Country visited	Object of the visit
1	1940	U.S.A.	To conduct (jointly with Sir David Meek) an investigation into the prospects of finding alternative markets in North and South America for Indian products purchased by Continental European countries before the war.
2	1941	Singapore	To attend an informal conference to discuss co-ordination of economic policy in the Far East.
3	1942	United Kingdom	To attend discussions held in London between experts of Empire countries to discuss the implication of Art. VII of the Mutual Aid Agreement between U.K. & U.S.A.
4	1943	Cairo	To attend as Observer the Anti-inflation Conference of the Representatives of the Middle East countries.
5	1944	U.S.A.—U.K.	To attend the United Nations Monetary and Financial Conference at Bretton Woods.
6	1945	U.K.	To investigate working of Census of Production and Registrar General's Office in connection with the work of the Inter-departmental Committee on Statistics.

Mr. Manu Subedar: In view of the fact that the public in this country dislikes secret missions by officials, will the Honourable Member let me know whether Sir Theodore Gregory during any of his trips took up the question of the sterling balances or had any share in drafting the two obnoxious clauses of the Anglo-American Loan Agreement, pernicious to the interests of India?

The Honourable Dr. Sir M. Azizul Huque: First of all, I deny that there is any secret official Mission, and, secondly, I might mention that sometimes it is very difficult for Government because my Honourable friends on the other side will not agree to go into some of these Missions, and we have perforce sometimes to send officials. As regards the latter part of the question, so far as I am aware, there is nothing by which I can justify or even hold that that impression is even correct.

Mr. Manu Subedar: Did he during his period of tour and delegation in any one of these six visits handle with His Majesty's Government's representatives the question of the sterling balances of India, and more specifically the obnoxious clauses of the Anglo-American Loan relating to the sterling balances?

The Honourable Dr. Sir M. Azizul Huque: I am quite certain that it could not have been because the time of his last visit was early in 1945 and these questions were taken up at the much later stage, and I have no information whatever to warrant the impression that he had anything to do with some of these clauses referred to by my Honourable friend.

Mr. Manu Subedar: Has he made any other reports besides those mentioned by the Honourable Member?

The Honourable Dr. Sir M. Azizul Huque: So far as the Government of India is concerned, if my friend refers to reports in India about India, certainly he is from day to day engaged in different reports to different Departments.

Mr. T. Chapman-Mortimer: With reference to part (d), were any of these reports placed before any non-official advisory committee representing non-Members of this House before they were placed in the Library of the House?

The Honourable Dr. Sir M. Azizul Huque: As far as I know they were circulated and broadcast throughout India, at least the Bretton Woods Monetary Conference report.

Mr. T. Chapman-Mortimer: My point is, at the stage when they were confidential and before they had been finally released to the public, were they presented to any of these non-official bodies?

The Honourable Dr. Sir M. Azizul Huque: I am not aware of that but I will note this.

WAR RISK INSURANCE FUND

386. ***Mr. Manu Subedar:** (a) Will the Honourable the Commerce Member please state the total figure now standing at the credit of the War Risks Insurance Fund in respect both of insurance of factories and of goods?

(b) Is the amount kept separate, or, is it merged with the general balances of the Government of India?

(c) Do Government propose to return this money to the insurers directly in proportion to the amount paid by them?

(d) Have Government considered the purpose for which they would put these funds so as to benefit those, from whose pockets these funds have been derived?

(e) Have Government considered whether these accumulated funds could not form the nucleus for a re-insurance organization in India under the auspices of Government so as to prevent Indian Insurance Companies having to seek treaties and re-insurance abroad through individual negotiations?

(f) Has any suggestion been made to Government for the use of a portion of these funds to provide cover for riot and civil commotion insurance at a very low rate?

The Honourable Dr. Sir M. Azizul Huque: (a) The latest figures show the total balance in these two War Risks Insurance Funds is Rs. 82,47,53,074-12-7.

(b) These balances are merged in the Central Government's balances. A *pro forma* account however is maintained showing the amounts of these two funds.

(c), (d) and (e). The Honourable Member's attention is invited to Section 7(3) of the War Risks (Factories) Insurance Ordinance and Section 9(3) of the War Risks (Goods) Insurance Ordinance which prescribe that if at any time the amount standing to the credit of these funds exceeds the sum which in the opinion of the Central Government is likely to be required for the making of payments out of this fund the excess shall be paid into General Revenues.

(f) No.

Mr. Manu Subedar: May I know why this very large sum, which was taken for certain purposes, and on certain excuses if I may say so, is not being used for the benefit of those from whom it was taken in the form of a nucleus for a re-insurance company in this country?

The Honourable Dr. Sir M. Azizul Huque: It is always easy to be wise after the event. But if supposing any contingency did arise, the entire fund would have been required and even more. So far as expenditure on the specific purpose is concerned, I have already drawn the attention of the Honourable Member to the clauses of the two Ordinances by which the balance will form part of the general revenues, not only for the benefit of the particular task but for the country as a whole.

Mr. Manu Subedar: Is my Honourable friend aware that a foreign company, coming from New Zealand, is trying to establish a re-insurance business in this country and it is harmful to India, and will he consider the suggestion that this fund should be made the nucleus of a re-insurance company in India?

The Honourable Dr. Sir M. Azizul Huque: The point is that I am not aware of it. If my friend gives me the information on this specific point, I will make an enquiry. As regards part (b) I am precluded from doing that as part of the expenditure from this fund, on account of the Ordinance, is to form part of the general revenues.

Mr. Manu Subedar: The sections referred to by my Honourable friend are the Ordinance sections. They were never passed by this House. If Government brought a proposal to this House for the acceptance of a portion of this very large sum of Rs. 32 crores, I am sure the House would consider it. Will Government put up such a proposal? That is the point.

The Honourable Dr. Sir M. Azizul Huque: I will certainly consider it. But the Ordinance has been functioning for many years and I have not received any complaint from the House.

Seth Govind Das: Will the Honourable Member see that no foreign company for re-insurance is established in this country?

The Honourable Dr. Sir M. Azizul Huque: I have already answered my friend. In the meantime that does not arise.

SHIPPING IN INDIAN WATERS

387. *Mr. Manu Subedar: (a) Will the Honourable the Commerce Member please state whether any stipulations, proposals or settlements have been negotiated with the United Kingdom in regard to shipping in Indian waters? If so, what are they, and will the papers be circulated?

(b) What was done in this matter during the long period of deputation of Mr. Pillai to the United Kingdom?

The Honourable Dr. Sir M. Azizul Huque: (a) No, but negotiations with United Kingdom interests are in contemplation.

(b) The Commerce Secretary had some informal and tentative discussions with the appropriate authorities during his visit to London last winter. The Government of India are maintaining close touch with His Majesty's Government in the matter, and hope to arrange for more formal discussions later in the year.

Mr. Manu Subedar: Is the Honourable the Commerce Member in a position to give an assurance to this House that during these technical negotiations no commitments on the part of India have been made which some of us might consider prejudicial to Indian interests?

The Honourable Dr. Sir M. Azizul Huque: When the record of this Government will be written, at a time when my friend will come into power, he will find that no such thing has ever been done.

IMPORT CONTROL

388. *Mr. Manu Subedar: (a) Will the Honourable the Commerce Member please state what modifications have already been made in the import control?

(b) On what basis is the import control now worked, and what is the basis of priority now given as between various firms who wish to import?

(c) Are there any cases when the import licences are given, that the exchange is not given?

(d) Are there any cases when the exchange is given, that the shipping is not available?

(e) What special steps, if any, are Government generally taking to see that the requirements for machinery, equipment, spare parts and essential chemicals on the part of industrialists in India are met?

The Honourable Dr. Sir M. Azizul Huque: (a) The most important modification made in administering Import Control relates to the liberalisation of imports from countries in the sterling area. I may invite the attention of the Honourable Member to the Open General Licence No. VII, published in *Gazette of India Extraordinary* of the 22nd January and the 4th February 1946, which permits imports without restriction of a number of articles of consumer and producer types from the United Kingdom and other British Empire countries in the sterling area. We have also announced from time to time that licenses will be issued liberally for imports from the sterling area except in the case of those goods which are included in the co-ordinated international allocation programmes, such as foodstuffs, certain textiles, fertilisers, etc. Steps have also been taken to simplify the licensing procedure as far as possible.

(b) The main basis for licensing imports of goods is the same as before, namely conservation of non-sterling currency and conservation of shipping space, though the latter consideration is losing its importance. Further, during the difficult period of transition from war-time to peace-time economy import control serves the following objects:

- (i) safeguarding legitimate interests of Indian industries;
- (ii) facilitating disposal of war-time surpluses; and
- (iii) regulating purchase of capital goods so as to ensure the industrial development of the country on sound lines.

There are no general criteria for priority between various importing firms except that in order that trade contacts may be maintained preference is given to regular established importers in the matter of grant of licences.

(c) No. Exchange facilities are invariably given in cases where licences for imports from a non-sterling area are issued.

(d) There were cases in the past, but none so far as the Government are aware at present.

(e) A special organisation known as the India Supply Commission is functioning in the United Kingdom under the High Commissioner for India, London, mainly for giving assistance to industrialists in the procurement of their requirements of machinery, equipment, etc., from that country. Similarly, the Indian Supply Mission in Washington renders such assistance as is possible in regard to imports into India from North America.

Mr. Muhammad Nauman: Is it a fact that the importers who cannot establish their claim for a particular year are not given permission as against those who did import in those years but have no records of any previous years?

The Honourable Dr. Sir M. Azizul Huque: That is inevitable in a system in which import licenses can only be given up to a certain fixed limited quantity: and if we have to issue licenses for a fixed limited quantity we have to go by a basic year. If we allow everybody to come in, it will practically nullify the very effect of import control. If my friend refers to the basic year in his calculation, it is certainly the case but we have been trying to see that that does not create unnecessary hardship to the general interests of the public.

Mr. Manu Subedar: Is the Honourable Member aware that there is discontent among the business people seeking these licenses not only for the strict adherence to the pre-war quota which my friend mentioned, but because the direction of trade has completely changed. There were enemy countries, there were other countries with which there was large trade. Now there are other countries with which there is large trade. Will my Honourable friend assure this House that he will further simplify the system and in particular remove this complaint of discrimination?

The Honourable Dr. Sir M. Azizul Huque: As I have said, I am looking into that question of discrimination, which my friend referred to sometime last week. As regards the other question, we have been trying our best to simplify the procedure and almost every week we are considering the different aspects of the new pattern which is coming into the world or is likely to come into the world.

Dr. Sir Zia Uddin Ahmad: Is the Honourable Member aware of the fact that there is great excitement and agitation in the United Provinces over the giving of licenses to textile mills and refusing the same to a spinning factory, so much so that a resolution was unanimously passed by the United Provinces Committee on Food and Cloth Control about this discrimination?

The Honourable Dr. Sir M. Azizul Huque: With reference to certain articles involving merely *pro forma* issue of licenses we have to issue them on the recommendation of the Department concerned. If my friend refers particularly to textile machinery, we have to issue licenses in accordance with the advice or the recommendations which are made by either the Planning or the Industries Department.

Dr. Sir Zia Uddin Ahmad: My Honourable friend has avoided the issue. The sterling balances of which we have heard so much lately are now definitely being utilised for the benefit of the billionaire and not for the benefit of the people.

The Honourable Dr. Sir M. Azizul Huque: We are issuing licenses for both sterling and non-sterling areas and I have not to my knowledge any information that this has been utilised for the purpose of helping the sterling areas or millionaires.

Dr. Sir Zia Uddin Ahmad: Why did you give licenses to the textile industry and refuse the same to the spinning mills?

The Honourable Dr. Sir M. Azizul Huque: Because, as I have explained, this Department has to issue licenses for food, for agricultural implements, for-

textile machinery, and various other categories of articles for which this Department has to issue licenses on the decision of the Departments concerned. If my Honourable friend wants any particular information on any particular point, I am quite prepared to supply it by getting it from the Department concerned.

Dr. Sir Zia Uddin Ahmad: The Department which actually refused the license is your Department. You ought to know something about your Department.

The Honourable Dr. Sir M. Azizul Huque: I know much more about my Department than the Honourable Member thinks he knows about his University.

Mr. Manu Subedar: Will the Honourable Member consider the case of those firms which had large dealings with countries from which no imports can now be received or which are new firms that have arisen in the last six years, for some share of the import quota?

The Honourable Dr. Sir M. Azizul Huque: We have considered these and we have specially considered the case of those firms, Burma evacuee firms and other firms, which have been dealing with the Far East. As regards the infusion of new blood, we are trying our best to see that *bona fide* cases are favourably considered.

Seth Govind Das: Is the Honourable Member aware that there is great corruption in those Departments, on whose recommendations these licenses are issued?

The Honourable Dr. Sir M. Azizul Huque: I think I have explained the other day that my friend is more aware of corruption and blackmarkets than myself.

Mr. T. Chapman-Mortimer: The Honourable the Commerce Member mentioned "new blood". Would he bear in mind very carefully the possibility that the "new blood" may have been taken out of an old body so as to defraud the public revenues?

The Honourable Dr. Sir M. Azizul Huque: It is very difficult for me to distinguish or analyse the blood of anyone.

MUSLIMS AS MINORITY COMMUNITY IN INDIA

†389. ***Mr. Ahmed E. H. Jaffer:** (a) Will the Honourable the Leader of the House be pleased to state whether Government are in full agreement with the recent declaration in Parliament by the Secretary of State for India wherein a reference has again been made to the Mussalmans of India as a "Minority" Community?

(b) Will Government consider suggesting to the Secretary of State that the Mussalmans of India are *not* a minority?

The Honourable Sir Edward Benthall: (a) I have been unable to trace the statement of the Secretary of State to which the Honourable Member refers.

(b) Does not arise.

FALL IN PRICES OF WHEAT AND RICE IN MADRAS

†390. ***Prof. N. G. Ranga:** Will the Secretary, Food Department be pleased to state:

(a) the ceiling and actual prices prevailing in different places for a maund of rice and wheat during 1945;

(b) the actual prices prevailing in January, 1946, for both rice and wheat;

(c) how Government account for the sudden fall in the prices of rice in the Madras Presidency in January, 1946; and

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

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

(d) whether Government propose to assure peasants that they need not be afraid of any drastic fall in the prices of wheat and rice, in order to prevent merchants from unduly depressing the price levels, taking advantage of the Burma rice imports?

Mr. B. E. Sen: (a) and (b). Four statements are laid on the table of the House.

(c) There was no sudden fall in rice prices in the Madras Presidency in January, 1946.

(d) The Central Government have already notified their willingness to purchase all wheat of fair average quality offered for sale in the main assembling markets of the Punjab, U. P. and Sind at a price of Rs. 7-8-0 per maund should prices fall.

Although no guaranteed minimum price for rice has been announced, the rice cultivator is fully assured of a market in the country and is also protected by the general guarantee given by the Government of India in connection with the "Grow More Food Campaign" that they will enter and support the market should foodgrain prices fall unduly.

Statement (I) showing wholesale statutory maximum and market prices in producing centres for Wheat in provinces in

Region	Province	Producing Centres	Statutory maximum price	January February		
				Rs. a. p.	Rs. a. p.	
N. W. Region	Punjab	Lyalpur	9 10 0	9 10 0	9 9 0	
		Okara	9 8 0	9 6 0	9 7	
	N. W. F. P.	Bannu	9 10 0	9 14 0	9 14 0	
		Mardan	9 10 0	9 10 0	9 10 0	
	Sind	Nawabshah	{ 9 8 0 upto 21st June 8 10 0 from 21-6-45. }	8 0 0	8 0 0	
		Mirpurkhas	{ 9 8 0 Upto to 21-6-45 8 10 0 from 21-6-45. }	7 10 0	8 8 0	
U. P. Region	U. P.	Muzaffarnagar	10 12 0	9 12 0	9 12 0	
		Sitapur	10 4 0	9 12 0	9 12 0	
		Bahraich	10 4 0	9 12 0	10 12 0	
	Ajmer-Merwara	Kekri	7 13 6 (red)	7 9 11	7 9 11	
	Bihar	Muzaffarpur	{ 11 0 0 (red) 12 0 0 (white) }	{ 11 8 0 11 8 0 }	{ 11 8 0 11 8 0 }	
		Monghyr	Do.	9 0 0	12 8 0	
		Buxar	Do.	11 0 0 (white)	14 0 0 (white)	
	Bombay Region	Bombay*	Dharwar	{ 12 0 0 upto March 11 0 0 from March }	11 15 11	11 15 11
			Nasik	{ 12 0 0 upto March 10 8 0 from March }	12 0 0	12 0 0
			Ahmedabad	12 0 0 (Controlled purchase price).	12 0 0	12 0 0
C. P.		Saugor	11 0 0	9 2 3	10 4 0	
		Khurai	10 8 0 from April 1945	11 4 0 (M)	9 13 0 (C) 11 13 0 (M)	
		Harda	(ceiling price).	12 6 0 (M)	12 8 0 (M)	

*Purchase prices fixed by District Magistrate have been adopted as there are no free market rates due to monopoly purchase system.

India as prevailed at the end of each month in 1945

(In rupees per maund)

Market Prices during 1945									
March	April	May	June	July	August	Sept	Oct	Nov	Dec
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
9 10 0	9 10 0	8 6 0	8 10 0	9 0 6	8 10 0	8 11 0	9 7 0	9 6 0	9 10 0
9 8 0	9 8 0	8 8 0	8 8 0	8 14 0*	8 4 0	8 8 0	8 12 0	9 4 0	9 8 0
9 14 0	9 14 0	9 10 0	9 10 0	9 8 0	9 8 0	9 8 0	9 6 0	9 6 0	9 6 0
9 10 0	9 10 0	9 10 0	9 6 0	9 10 0	9 10 0	9 0 0	8 8 0	8 8 0	8 12 0
8 12 0	10 0	8 10 0	8 10 0	8 10 0	8 10 0	8 10 0	8 10 0	8 10 0	8 10 0
9 0 0	8 10 0	8 10 0	8 10 0	8 10 0	8 10 0	8 10 0	8 10 0	8 10 0	8 10 0
10 1 6	10 4 0	10 4 0	10 7 0	10 5 0	10 4 0	10 4 0	10 4 0	10 4 0	10 4 0
9 12 0	10 10 8	10 4 0	10 4 0	10 4 0	10 2 7	10 10 8	10 0 0	10 10 8	10 13 7
11 8 0	10 4 0	10 4 0	10 5 3	10 5 2	10 4 0	10 4 0	10 3 0	10 3 0	10 2 0
7 12 11	7 15 2	7 13 7	7 13 7	7 13 7	9 12 4	7 13 7	7 13 7	8 15 2	8 15 2
11 8 0	11 8 0	11 8 0	11 8 0	11 8 0	11 8 0	11 8 0	11 8 0	11 8 0	11 8 0
12 8 0	12 0 0	11 4 0	11 8 0	11 8 0	11 8 0	11 8 0	11 8 0	11 8 0	11 8 0
12 8 0 (white)	10 0 0	10 4 0	10 4 0	10 14 0 (white)	10 14 0 (white)	12 8 0 (white)	11 10 0 (white)	11 10 0 (white)	11 10 0 (white)
10 15 9	{ 5 14 0 to 10 15 9†	{ 5 14 0 to 10 15 9†	{ 5 14 0 to 10 15 9†	{ 5 14 0 to 10 15 9†	{ 5 14 0 to 10 15 9†	{ 5 14 0 to 10 15 9†	{ 5 14 0 to 10 15 9†	{ 5 14 0 to 10 15 9†	{ 5 14 0 to 10 15 9†
12 0 0	9 11 10	9 11 10	9 11 10	9 11 10	9 11 10	9 11 10	9 11 10	9 11 10	9 11 10
12 0 0	12 0 0	12 0 0	12 0 0	12 0 0	12 0 0	12 0 0	12 0 0	12 0 0	12 0 0
4 6 6	10 4 0	11 0 0	7 0 0 to 11 0 0	...	...	...	...	...	...
10 1 0 (M)	{ 10 4 0 10 6 0 (M)	{ 10 7 0 (M)	{ 10 7 0 (M)	10 6 0 (M)	10 8 0 (M)	10 6 0 (M)	10 8 0 (M)	10 6 0 (M)	10 8 0 (M)
10 4 0 (M)	10 4 0 (M)	10 6 0 (M)	9 6 0 (M)	10 8 0 (M)	10 8 0 (M)	10 4 0 (M)	10 6 0 (M)	10 6 0 (M)	10 2 0 (M)

†Purchase rates fixed by District Magistrate according to quality.
M=Medium.
C=Coarse.

Statement a (II) showing wholesale statutory maximum and market prices in producing centres for coarse rice in provinces

Region/Province	Producing Centres	Maximum statutory period	January, 1945		February, 1945		
			(4)	(5)	(4)	(5)	
			Rs. a. p.		Rs. a. p.		
<i>N. W. Region—</i>							
Punjab	Olla Sheikhupura	{ 13 8 0 upto 30-10-45 12 4 0 from 30-10-45 }	11 8 0	11 4 0	11 4 0	11 4 0	
N. W. F. P.	Malakand	{ 13 8 0 upto 29-10-45 12 4 0 from 29-10-45 }	13 8 0	13 8 0	13 8 0	13 8 0	
Sind	Larkana	{ 8 8 0 J upto 26-9-45 9 0 0 K 8 2 0 J from 26-9-45 8 12 0 K	J 8 1 0	8 1 0	K 8 9 0	8 9 0	
			Rs. a. p.		Rs. a. p.		
<i>U. P. Region:</i>							
U. P.	Etawah Bahraich Saharanpur	{ 13 8 0 upto Oct. 45 13 4 0 from Oct. 45 }	13 14 0	14 4 0	13 8 0	13 8 0	
			Rs. a. p.		Rs. a. p.		
<i>Eastern Region.</i>							
Bengal	Hill	12 0 0 A 12 12 0 T	11 8 0	8 0 0	8 0 0	8 0 0	
	Contal	Do.	10 0 0	9 4 0	10 4 0	10 4 0	
	Bolpur	Do.	10 0 0	10 4 0	10 4 0	10 4 0	
	Altipurdur	Do.	...	11 0 0	11 0 0	11 0 0	
Bihar	Nokha	{ 10 0 0 upto 15-1-45 9 0 0 from 15-1-45 }	9 4 0	10 12 0	10 12 0	10 12 0	
	Kishanganj Jainagar	Do. Do.	8 12 0	8 8 0	9 0 0	9 4 0	
	Cuttack Balore Puri and Ganjam Dts.	{ Fine 9-12-0 Coarse 7-12-0 upto 31-12-45 Fine 8-14-0 from 1-1-46 Coarse 7-2-0 Fine 9-12-0 upto 31-12-45 Coarse 7-12-0 Fine 9-8-0 from 1-1-46 Coarse 7-12-0 }	Same as maximum price.				
Orissa	Sambalpur	{ Fine 9-12-0 Coarse 7-12-0 upto 31-12-45 Fine 8-14-0 from 1-1-46 Coarse 7-2-0 Fine 9-12-0 upto 31-12-45 Coarse 7-12-0 Fine 9-8-0 from 1-1-46 Coarse 7-12-0 }	Same as maximum price.				
	Assam	Gauhati	{ 14-0-0 T (upto June 45) 13-8-0 T (upto Nov. 45) 12-0-0 P from 1-12-45 }	13 8 0	13 8 0	13 8 0	13 8 0
		Tezpur	{ 13-8-0 T upto June 45 13-0-0 T upto Nov. 45 11-10-0 P from 1-12-45 }	13 8 0	13 8 0	13 8 0	13 8 0
		Dibrugarh	{ 14-8-0 T upto June 45 14-0-0 T upto Nov. 45 12-6-0 P from 1-12-45 }	14 4 0	14 4 0	14 4 0	14 4 0
	Silchar	{ 13-8-0 T upto June 45 13-0-0 T upto Nov. 45 11-10-0 P from 1-12-45 }	11 5 0	12 4 0	12 4 0	12 4 0	
	Sylhet	{ 13-8-0 T upto June 45 13-0-0 T upto Nov. 45 11-10-0 P from 1-12-45 }	...	...	...	...
Madras	Coconada	...	8 0 6	8 0 6	8 0 6	8 0 6	
	Kumbakonam	{ 5-1-0 Paddy II Sort. 8-9-0 Village site unbagged F. O. E. rice II sort. }	8 5 5	8 5 5	8 5 5	8 5 5	
	Beswada	5-2-6 paddy at village site unbagged 8-4-0 F. O. E. rice II sort.	8 1 9	8 1 9	8 1 9	8 1 9	
<i>Bombay—</i>							
C. P. & Berar	Raipur	...	8 11 10	8 9 0	8 9 0	8 9 0	
Bombay	Thana	8-0-0	9 15 2	9 15 2	9 15 2	9 15 2	
	Dharwar	7-8-0 Controlled purchase price of paddy.	10 11 8	10 11 8	10 11 8	10 11 8	

(M)—Medium. (A)—Agriculturist's price. (T)—Trader's price

*—Purchase prices fixed by District Magistrates have been adopted as there are no free market rates du

In India as prevailed at the end of each month in 1945

(In rupees per maund).

Market Prices during 1945

March, 1945 (6)	April, 1945 (7)	May, 1945 (8)	June, 1945 (9)	July, 1945 (10)	August, 1945 (11)	September, 1945 (12)	October, 1945 (13)	November, 1945 (14)	December, 1945 (15)
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
12 0 0	12 0 0	11 7 0	11 8 0	11 12 0	11 0 0	11 2 0	11 4 0	11 12 0	12 4
13 8 0	13 8 0	13 8 0	13 8 0	13 8 0	13 8 0	13 8 0	13 8 0	13 8 0	13 8 0
8 1 0	8 8 0	8 8 0	8 8 0	8 8 0	8 8 0	8 8 0	8 0 0	8 2 0	8 2 0 (J)
8 9 0	9 0 0	9 0 0	9 0 0	9 0 0	9 0 0	9 0 0	8 12 0	8 12 0	8 12 0
15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
14 4 0	14 4 0	14 4 0	14 4 0	14 4 0	14 4 0	14 4 0	14 4 0	14 2 0	14 0 0
13 8 0	13 8 0	13 8 0	13 8 0	13 8 0	13 8 0	...	13 8 0	13 4 0	13 4 0
10 8 0 (M)	10 8 0 (M)	10 8 0 (M)	10 8 0 (M)	10 8 0 (M)	10 8 0 (M)	10 8 0 (M)	10 8 0 (M)	10 4 (M)	8 8 0 (M)
9 14 0	10 8 0	11 12 0	11 12 0	11 12 0	11 6 0	9 12 0	12 0 0	10 0 0	9 12 0
10 14 0	10 14 0	10 12 0	10 12 0	10 12 0	10 12 0	11 0 0	11 0 0	10 4 0	10 4 0
11 0 0	11 12 0	11 12 0	10 8 0	11 4 0	11 8 0	12 12 0	12 8 0	12 4 0	12 8 0
9 11 0	10 0 0	10 0 0	10 0 0	10 0 0	10 5 0	10 0 0	9 8 0	10 0 0	10 0 0
9 0 0	9 0 0	9 8 0	9 8 0	...	10 12 0	11 4 0	11 0 0	11 0 0	11 2 0
10 0 0	10 0 0	10 4 0	10 10 0	11 12 0	13 0 0	13 0 0	12 0 0	11 8 0	11 12 0
same as maximum price.									
12 12 0	12 8 0	12 8 0	12 8 0	12 8 0	12 8 0	12 0 0	11 8 0	11 8 0	11 8 0
12 12 0	13 0 0	13 0 0	12 0 0	12 0 0	12 0 0	11 8 0	11 2 0	11 2 0	11 2 0
14 0 0	13 8 0	13 8 0	13 4 0	13 4 0	13 4 0	12 12 0	11 15 0	11 15 0	11 10 0
11 10 0	12 9 0	12 0 0	11 8 0	11 0 0	11 0 0	11 0 0	10 14 0	9 12 0	9 8 0
11 4 0	11 6 0	10 8 0	12 0 0	11 12 0	12 4 0	11 12 0	12 4 0	12 0 0	12 8 0
8 0 6	8 6 6	8 0 6	8 2 5	8 4 6	8 5 5	8 5 5	8 5 5	8 5 5	7 15 0
8 5 8	8 5 5	8 5 5	8 5 5	8 5 5	8 5 5	8 5 5	8 5 5	8 5 5	8 5 0
7 14 11	7 14 11	8 1 1	8 1 1	8 1 1	8 1 1	8 1 1	8 1 1	8 1 1	8 1 0
8 12 6	9 4 6	8 9 8	8 11 8	8 10 4	8 11 0	8 13 0	8 13 0	8 13 0	8 12 6
9 15 2	9 15 2	9 15 2	9 15 2	9 15 2	9 15 2	9 15 2	9 15 2	9 15 2	9 15 2
10 11 8	10 11 8	10 11 8	10 11 8	10 11 8	10 11 8	10 11 8	10 11 8	10 11 8	10 11 8

(F) - Producer's price.
to monopoly purchase system.
J - Jambh.
K - Kargal.

Statement B(t) showing wholesale market prices of Wheat in the Provinces in India in January 1946

(In rupees per maund)

Region	Province	Producing Centres	Week ending 1-1-46	Week ending 8-1-46	Week ending 15-1-46	Week ending 22-1-46	Week ending 29-1-46
N. W. Region	Punjab	Lyalpur	9 10 0	9 10 0	9 10 0	9 10 0	9 10 0
		Okara	9 8 0	9 8 0	9 8 0	9 8 0	9 8 0
	N. W. F. P.	Bannu	...	9 6 0	9 10 0	9 6 0	9 6 0
		Mardan	8 12 0	9 0 0	9 4 0	9 8 0	9 8 0
	Sind	Nawabshah	8 10 0	8 10 0	8 10 0	8 10 0	8 10 0
		Mirpurkhas	8 10 0	8 10 0	8 10 0	8 10 0	8 10 0
U. P. Region	U. P.	Musaffarnagr	10 4 0	10 4 0	10 4 0	...	...
		Sitapur	10 11 8	11 0 7	11 0 7	11 0 7	11 0 7
		Bahrach	...	9 13 0	9 14 0	9 12 0	9 12 0
	Ajmer-Merwara	Kekri	8 15 2	8 15 2	8 15 2	8 15 2	8 15 2
		Bihar	Musaffarpur	11 8 0 (Red)	11 8 0 (Red)	11 8 0 (Red)	11 8 0 (Red)
	Monghyr*		11 8 0 (Red)	11 8 0 (Red)	11 8 0 (Red)	11 8 0 (Red)	...
	Buxar		11 10 0 (White) on 2/2/46	11 10 0 (White) on 9/1/46	11 10 0 (White) on 10/1/46	11 10 0 (White) on 28/1/46	
	Bombay Region	Bombay†	Dharwar	5 14 0 to 10 15 9‡	5 14 0 to 10 15 9‡	5 14 0 to 10 15 9‡	5 14 0 to 10 15 9‡
Nasik			9 11 10	9 11 10	9 11 10	9 11 10	9 11 10
Ahmedabad			12 0 0	12 0 0	12 0 0	12 0 9	12 0 0
C. P. & Berar		Saugor	...	...	...	...	...
		Khural	...	...	...	...	10 6 0(M) 26-1-46
		Harda	9 14 0(M) on 5/1/46		10 8 0(M) on 19/1/46		...

* = Controlled Rate.

† = Purchase prices fixed by Distt. Magistrate have been adopted, as there is no free market rate due to monopoly purchase system.

‡ = Purchase rates fixed by Distt. Magistrate, according to quality.

(M) = Medium.

Statement B(ii) showing wholesale market price for Coarse Rice in the Provinces in India in January 1946

Province	Producing Centres	Week ending 1-1-46	Week ending 8-1-46	Week ending 15-1-46	Week ending 22-1-46	Week ending 29-1-46
N. W. Region—						
Punjab	Qila Sheikhupura	12 4 0	11 8 0	12 0 0	11 12 0	12 4 0
N. W. F. P.	Malakand	18 8 0	18 8 0	18 8 0	18 8 0	18 8 0
Sind	Larkana	8 12 0 (kangani) 8 2 0 (Joahi) (on 2-1-46)	8 12 0 (kangani) 8 2 0 (Joahi)	8 12 0 (kangani) 8 2 0 (Joahi)	8 12 0 (kangani) 8 2 0 (Joahi)	8 12 0 (kangani) 8 2 0 (Joahi)
U. P. Region—						
U. P.	Etawah	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
	Bahraich	...	12 12 0	12 18 0	12 6 0	18 0 0
	Sahasrampur	18 4 0	18 4 0	18 4 0	18 4 0	18 4 0
M. Region—						
Bengal	Hill	8 8 0(M) (on 2-1-46)	8 8 0(M)	8 8 0(M) (on 16-1-46)	0(M)	10 0 0(M)
	Contal	9 12 0	9 4 0	9 4 0 (on 16-1-46)	9 8 0	9 8 0
	Bolpur	10 4 0 (on 5-1-46)	10 4 0 (on 12-1-46)	...	...	...
	Alipurduar	10 4 0 (on 2-1-46)	10 0 0	9 8 0 (new) (on 16-1-46)	10 0 0	10 0 0
Bihar	Nokha	10 0 0(M)	10 8 0(M)	10 8 0(M)	10 8 0(M)	10 8 0(M)
	Kishanganj	11 0 0 (on 2-1-46)	11 4 0	10 8 0	10 12 0	10 4 0
	Jainagar	11 8 0 (on 2-1-46)	11 12 0	11 12 0	11 12 0	11 12 0
Orissa	Cuttack*	9 0 0 (ex-godown)	9 0 0 (ex-godown)	9 0 0 (ex-godown) no tavalable	9 0 0 (ex-godown)	9 0 0 (ex-godown)
	Balasore					
	Sambalpur			not available		
Assam	Gauhati	11 8 0	11 8 0	11 8 0	11 8 0	11 8 0
	Tespur	11 2 0	11 2 0	11 2 0	11 2 0	11 2 0
	Dibrugarh	11 10 0	11 10 0	11 10 0	11 10 0	11 10 0
	Silchar	9 8 0	9 8 0	5 12 0	6 8 0	6 8 0
	Sylhet	12 8 0	12 8 0	8 10 0	9 4 0	9 4 0
Madras—						
Madras	Cocanada	7 15 4	7 15 4	7 15 4	7 15 4	7 15 4
	Kumbakonam	8 5 5	8 5 5	8 5 5	8 5 5	8 5 5
	Bezwada	N.A.	N.A.	8 1 1 (12-1-46)	...	8 1 1 (26-1-46)
Bombay—						
C. P. & Berar	Raipur	8 8 6	8 18 0	8 18 0	8 18 0	...
Bombay†	Thana	9 15 2	9 15 2	9 15 2	9 15 2	9 15 2
	Dharwar	10 11 8	10 11 8	10 11 8	10 11 8	10 11 8

* Producers price has been revised since 1st January, 1946 Rs. 7-2-0 except Sambalpur.

† Purchase prices fixed by District Magistrate have been adopted as there is no free market rate due to monopoly purchase system.

(M)—Medium

N.A. — Not available.

INDIA'S QUOTA OF REPARATIONS FROM GERMANY

†391. *Mr. K. C. Neogy: (a) Has the attention of the Honourable the Commerce Member been drawn to a report from Paris published in the *London Times*, dated the 22nd December, 1945, on the basis of distribution of German reparation assets, giving a list of quotas allotted to different countries, in which the quota for India (being 2 per cent. of category 'A' and 2.9 per cent. of category 'B') is indicated as 'subject to confirmation'?

(b) Will the Honourable Member please explain what is meant by this condition "subject to confirmation", which does not apply to any other country mentioned in the list except Egypt? When is this confirmation going to be made, by whom, and under what procedure?

(c) Has the Honourable Member any idea as regards the industrial equipment and other capital equipment, together with merchant vessels, which may be available to India under category 'B' of reparations? Who will actually determine the selection of such equipment for India, and when will details thereof be available in this country?

(d) When are the above equipments under category 'B' of the scheme likely to be available to India, and have Government decided upon any scheme for the disposal of the aforesaid equipments when received, or can the Honourable Member generally indicate the lines on which a scheme for such disposal may proceed?

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

(b) Government have no information as to why the Paris Correspondent of the *Times* used the expression "subject to confirmation" only in respect of India and Egypt. The Conference made recommendations to respective Governments which were subject to subsequent confirmation by all of them. Government of India's concurrence in the draft Agreement has since been communicated and the Agreement will now be signed on behalf of India by their Delegate.

(c) I lay on the table of the House 3 lists of capital equipment which have been received by the Government of India as available for advance deliveries of reparations. Further lists are expected to be received when the Control Council in Berlin has decided what further equipment should be made available. The allocation of equipment to India, as to other countries entitled to a share, will be made by the Reparations Agency which has been set up in Brussels. India is represented on this Agency and has the same rights as all other countries. In the case of a dispute between two claimant countries, the matter is initially decided by the Agency, but if the decision of the Agency is not acceptable to any claimant, it is subsequently decided by arbitration. There does not appear any chance of ships being available to India as the allocation of merchant shipping is to be in proportion to shipping losses.

(d) No information is yet available as to when category 'B' items are likely to be available to India though, as stated above, 3 advance lists have been received and Indian demands for items in these lists have been made. The question as to how equipment, when received, should be disposed of, is under consideration.

APPENDIX II

(1)

List of plants available from Germany as first instalment of advance deliveries

1. The synthetic dye plant 'IG. Farben Industries', in the city of Ludwigshaven (partly available only).
2. Soda ash plant "Mathes and Weber" at Duisburg.
3. Ball-bearing plant "Kugel Fischer Werke" (F. K.) at Schweinfurt.
4. Lathe manufacturing plant. Waldrich in JHC City of Siegen.
5. Lathe manufacturing plant "Schiss-Defris" at Dusseldorf.
6. Lathe manufacturing plant "Wagner" at Dortmund.
7. Shipbuilding plant "Blohm and Voss" at Hamburg (excepting graving dock and Crane used in connection with this dock).

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

8. Shipbuilding plant "Bremen Deshmag Wesser" at Bremen (after approximately sixty days).

9. Metallurgic plant "Hutten Werke Essen Borbeck Friedrich Krupp 'G'" at Borbeck.

10. Metallurgic plant "Band isenwalzwerk" at Dinslaken. , ,

"Reinische chamoth Dinaswerke".

11. Fireproofing plant, on "Rhine", in the city of Bendorf on Rhine.

12. Plant for manufacture of revolving drills, "Hanwell-LEI" at Dusseldorf.

13. Oil refinery equipment plant Karl Ganzler at Duren, Gross-Apparate BAU, Essen.

14. Underground power plant of Gross-Draftwerk Mannheim AG at Mannheim.

15. Klockner Humboldt Dietz, Obracscl. Diesel engine plant.

There is another plant belonging to the same company, on which investigations are still proceeding.

16. Fritz Muller, Esslingen. Machine Tool Plant. Produces drop hammers hydraulic and dye casting machines.

17. Bohne Kohle, Esslingen, Machine tool plant. Produces horizontal boring machines, shapers and core moulding machines.

18. Hahn Kolb, Stuttgart. 80 per cent. destroyed.

19. Hensolt, Herborn, Hessen-Nassau. Optical and mechanical instrument plant.

20. Gendorf, 60 miles east of Munich, Private power plant 69,000 kw capacity.

21. Hastedt, Bremen. Steam electric power plant. 92,300 kw capacity. Some damage.

22. Tosing, NR. Muhldorf. Hydro-electric power plant. 42,000 kw direct current generating capacity.

23. Aircraft engine plant of WMW rpt BMW (?) (Plant No. 2) (Bayerische Motorenwerk at Munich), subject to temporary withholding in XMRT. (?), for seventh Army use.

24. Kurbelwellenwerke, Glinde, NR. Hamburg. Plant for the manufacture of crankshafts for aircraft tank and U-boat engines comprising forge, heat treatment and machine shop.

25. Metal werke, Neuengamme, NR. Hamburg. Plant for small arms factory. Approximately 500 modern machine tools.

26. Hanseatische Kettenwerke, Hamburg. Plant for the manufacture of cartridge cases. (Approx. 30 mm.) and small fuses. Machinery comprises drawing presses, annealing—heading machines for the production of steel cartridge cases and a number of automatic lathes for machining small fuse components.

27. Fabrick Hess Lichenau, Furstenhagen, Explosives Plant. Machine equipment reported in good condition.

28. The motorcycle plant, Bayerische Motorenwerke (BMW plant No. 1 at Munich), the "Krupp" plant in the city of Essen (Subject to certain locomotive capacity still required for the maintenance of essential transport), and the underground aircraft and truck engine parts plants at Neckarelz, near Heidelberg, which are also available, have been offered to the Soviet Union by the Control Council for immediate delivery. The offer of 3 factories has been accepted by the Soviet Union in principle.

1. Kabul Fischer George Schaefer and Company located at Schweinfurt A/Main and dispersals at Cannstadt and Erkner. Principal products: Ball and roller bearings and parts thereof. Other information: Approximately 2,500 machines, representing about 70 per cent. of total are ready for production. Most are special types peculiar to the industry. Research laboratory and testing rooms are part of the equipment.

2. Deschmag Werke A.G. Weser-Bremen located at Bremen with shipyard at Weser. Principal products: General shipbuilding and repairing, destroyers and submarines. Other information: Suitable for construction of merchant ship. Cargo vessels up to 10,000 tons tankers up to 16,000 tons, freighters and transports up to 25,000 tons. Nine stern launching ways. 1-1,000 (?) feet long, one side launching way, 150-ton floating crane and a floating dock. Damage mostly confined to buildings and service facilities. Slips, cranes and machine shop equipment relatively undamaged.

3. Bayerische Motoren werke (BMW) A. G. plant No. 1 located at Munich, Oberwiesenfeld. Principal products: Motorcycles and aircraft engines in 1938. In 1943 to 1945 aircraft engines only. Other information: 40 per cent. of buildings and 15 per cent. of machinery damaged. Total of 923 machines and equipment in the Munich Plant with an additional 1,800 to 2,000 located at dispersal plants.

4. Gross-Kraftwerk Mannheim AG (Mannheim underground steam electric generating plant located at Mannheim). Principal products: Generation of electric power. Other information: Equipment and buildings are in good condition and plant can be operated. One Steam-turbo generator of 30,000 kw with a single boiler of 240,000 lbs. of steam per hour capacity. The furnace is fired with pulverized hard coal received at plant from river barges. Plant built in 1940 in an underground cell 100 feet in diameter and 75 feet deep.

5. Anorgana, G.M.B.H. (Gendorf steam electric power plant) located 60 miles east of Munich. Principal products: Production of electric power for a chlorine plant. Other

information: All equipment in operating condition. Total installed generating capacity of 69,000 kw made up of one turbine of 23,000 kw, non-condensing topping unit, 1,700 P.S.I. pressure, 912° Fahrenheit temperature, and two turbines of 23,000 Kw capacity. 314 P.S.I. pressure, 912° Fahrenheit temperature, operating condensing. Three Benson boilers with a peak rating of 300,000 lbs. of steam per hour at 170 P.S.I. pressure 932° Fahrenheit. Boiler feed pumps of chromium cast steel high pressure type, 13 stages. Built in the side of hills to prevent bombing.

6. Bremen Corporation, Hastedt Steam Plant located at Bremen. Principal products: Generation of electric power. Other information: Plant heavily bombed but 2 turbo generators and 4 boilers in operating condition with minor repairs necessary. Turbo generators are of 20,000 kw and 15,000 kw capacity, which operate at 515 P.S.I. steam pressure, 797° Fahrenheit temperature, and produce 3 phase 50 cycle power at 7,000 volts. Boilers are stoker fired using hard coal but may be converted to oil firing. There are two standby Diesel engines. Plant located in Suburb of Bremen and controlled from central operating point.

7. Innwerk Bayerische Aluminium A.G. (Toeing Hydro-Electric plant) located at Muhlendorf, 50 miles east of Munich. Principal products: Generation of electric power. Other information: Plant built in 1924 to produce power for the aluminum plant. No damage to plant during the War and all equipment in operating condition. Eight horizontal shaft water wheel generators of 6,000 kw. each, one 50 mm. 385 volts D.C., operating under a head of 115 feet. Water delivered from canal to turbines through one penstock 13 feet in diameter and one 65 feet long for each. Turbines are not available.

8. Klockner-Humboldt-Dietz located at Oberusel, near Frankfurt A/M. Principal products: 2 and 6 cylinder diesel engines and parts. Other information: Buildings undamaged, slight damage to machinery. There are about 350 general purpose machines, testing department and chemical laboratory.

9. Fritz Muller, Pressen labrik located at Oberasslingen. Principal products: Drawing presses, forging presses, oil mills machines, machine dye casting machines, presses for plastics and press wood hydraulic pumps, etc. Other information: Plant has no war damage and is ready for operation. 170 machine tools, 83 lathes of all types, 27 boring machines, 17 grinding and 16 drilling machines.

10. Uohner and Koble machines fabrik(?) located at Esslingen/Neckar. Principal products: Lapping machines, milling machines, fine precision borers, planers, riding stick points, welding machines. Other information: No war damage and ready for immediate operation. Total of 69 machine tools, including 21 lathes, 12 grinding machines and 11 drilling machines.

11. Heyuollet-werke fur Optik and Mechanik located at Herborn/Dillkreis, Hassen Nassau. Principal products: Optical items principally for war used binoculars, gun telescopes for tanks, gun telescopes, simple and submarine telescopes, and angular gun telescopes. Other information: No bomb damage, equipment estimated to be 10 per cent. damaged. Manufacturing space all one floor including tool and dye department, lens grinding department, assembly and inspection department. Metal cleaning and plating department separate. Total of 240 machine tools, all types.

12. Goldfish underground factory (diamerpenz) located in gypsum mine at Obrigheim, Mosbach. Baden. (Across river from Neckarelz). Principal product: Aviation engines. Other information: All equipment ready to operate, but deteriorating somewhat from rust. Approximately 2,000 machines.

13. Bayerisch Motorenwerke (BMW) A.G. Plant No. 2 located at Munich (Alach). Principal products: Airplane engines. Other information: Constructed 1937-1939. Buildings 3 per cent. damaged. 700 machines at Munich No. 2 plant and 02700 (?) machines at dispersal plants.

14. Fabrick Hess Licheneu located Furstenhagen, Kurhesseh (near Kassel). Principal Principal products: Airplane engines. Other information: Constructed 1937-1939. Build-Plant specially built for production and processing military high explosives. Three TNT production lines, 2 processing lines, 2 shell firing lines, plus accessory and subsidiary departments such as power plants, etc. Condition of buildings and equipment generally good.

(2)

List of Factories available as Advance deliveries.

The industrial plants and equipment listed below have been declared available by the ACC for Germany as advance deliveries on reparation account in accordance with provisions of the Berlin Protocol. It has been agreed by the three Western Powers that only one official channel will be used to transmit the lists and your submissions to the Government to which you are accredited should be on behalf of the Governments of the United Kingdom, France and the United States. Claimant nations are invited to indicate to the ACC their interest in obtaining plants and equipment on this list. Normally the time to be allowed claimant nations for this purpose will be only 21 days, but because of intervening holidays, it has been agreed that 28 days will be allowed in this instance. For the purpose of the commencement of the 28-day period it is agreed that this telegram shall be deemed to be dated 15th December 1945. Indications of interest on the part of claimant nations may be

transmitted through any channel appropriate for communication with the Control Council

The list follows:

1. Serial No. 16. Deutsche Schiff-undmaschinenbau A.G.—located at Bremen-Valentin.

Principal products: U-Boats, trawlers, etc.

General description of plant and equipment—extra large concrete buildings, approximately 250' x 1,200' U-Boat Pens, The building is under construction and approximately 85 per cent. complete. It is slightly damaged from bombing, but equipment is in very good condition.

Quantities and types of lathes and equipment:

20 shapers.

110 lathes.

5 milling machines.

10 grinders.

35 drills (vertical, radical and wall).

These items are "general purpose" tools and are in good operating condition.

2. Serial No. 17. C. F. Borgward—Torpedo Section of automobile Plant located at Bremen.

Principal products: manufacturing torpedoes. Plant is a single story steel framework brick building. The building torpedo sect. is 50 per cent. destroyed. 90 per cent. of tools is in good condition, the other 10 per cent. is in repairable condition.

Quantities and types of machines and equipments:

Lathes 67.

Routing machines 11.

Boring machines 25.

Grinding machines 3.

Welding machines 6.

Thread cutting machines 5.

Planing machines 3.

Emery blocks 5.

Polishing machines 5.

Miscellaneous 19.

Total 149.

3. Serial No. 18. Norddeutsche Huette Aktiengesellschaft—located at Bremen—Offenhausen.

Principal products: Coke and by-products, cement, pig iron, Thomas steel ingots, ferro-vanadium. The plant is suitable for the production of the following material per month: 16,000 tons pig iron, 20,000 tons coke, 810 tons tar, 270 tons ammonium sulphate, 215 tons benzol, 9,200,000 M-Gas, 18,000 tons cement, 2,500 tons nickel iron, 17 tons ferro-vanadium. There is light bomb damage, but buildings and equipment are in fair physical condition.

Quantities and types of machines:

One 330 ton blast furnace.

Two 107 Thomas convertors.

Sixty Koppers coke ovens

By-product plant.

Cement plant.

Ferro-vanadium plant.

Boiler House.

Power House.

Water Pumping Equipment.

4. Serial No. 19. The Hann Tassky Index Werke, located at Esslingen-Neckar.

Principal Product: Single spindle automatic screw machines. Plant and equipment in very good condition with very slight damage. Machine tools and equipment, capable of producing other machine tools, some special equipment used for firm's particular line of automatic screw machine and spare parts.

Plant had 3,000 employees. In 1944 11,400,000 RM (1,560 tons) produced. There are 424 machines available at present.

Quantity and types of machines:

Engine lathes 86.

Turret lathes 28.

Automatic Screw machines 37.

Milling machines 72.

Upright drills 57.

Radio drilling machines 13.

Horizontal Boring Machines 13.

Jig Boring Machines Nil.

Thread cutting machines 10.

Gear cutters 10.

Plane 1.

Shapers, horizontal 14.

Shapers, vertical 4.

Grooving machines 2.

Internal grinders 14.

Cylindrical grinders 18.

Surface grinders 7

Universal tool grinders 28.

Total 424.

5. Serial No. 1014. Norddeutsche Dornierwerke No. 2.

Factory—located at Luebeck.

This plant is approximately ten years old and was manufacturing aircraft parts. Present manufacturing has been devoted to the production of economy stoves, saucepans, and household utensils. During the war the plant employed 1,200. The machine tools consist of: air compressors, hand saws, bending rolls, filter benches, 200-foot conveyor, drilling machines, folding machines, shears, grinders, lathes, milling machines, sheet rolls, spot welders, riveting machines and presses.

6. Serial No. 1015. Nord Deutsche Dornierwerke No. 4.

Factory—Located at Rothebeck.

This plant was constructed in 1944 and was manufacturing aircraft frame parts. Present manufacturing has been devoted to the production to metal bed frames, aluminium drain corks and household utensils. The productive area was approximately 1,950 square meters and employed 85 workers. The machine tools consist of drills, lathes, shapers, grinders, welders, universal millers and salt and annealing vats.

7. Serial No. 1016. Arms Factory. Rinker—located at Minden. This plant was built during World War I with the exception of several modern additions. The plant comprises approximately 100,000 sq. ft. of floor space. This plant was engaged in the manufacture of 7.9 and 7.62 cm. shell cases, tank component parts, and a variety of small tools. The layout and equipment is modern. The equipment is largely for the manufacture of primers, using extensive presses. It includes a modern automatic siren machine shop, a foundry for die casting and heat treating.

8. Serial No. 1017. Metallwerke Wolfenbuettel GMBH—located at Wolfenbuettel near Brunswick. This plant consists of two buildings constructed in 1934. It was engaged in the production of 7.9 cm. small arms cartridge, small arms cartridge cases up until 1942 when it was changed over to the production of 7.62 cm. artillery shell cases. The output with an employed personnel of approximately 830 was 300,000 cases per month. The plant includes such machine tools as lathes, milling machines, shapers, planers, presses, saws, grinders, drills, three annealing furnaces, degreasing and pickling plant, thread mills, copper plating bath and conveyor system. The equipment is modern.

9. Serial No. 1040. Stuhlrohrfabrik Von Rudolk Sieverts—located at Hamburg Bergedorf. The equipment in this plant is declared available in part only. The machine tools available include: 8 special lathes for making shells, 4 hydraulic presses, 2 thread drilling machines and 5 other machines.

10. Serial No. 1041. Norddeutsche Dornierwerke No. 7. Factory—located at Sierksrade. The equipment in this plant is declared available in part only. The machine tools include: 1 drawing rotary printer, 1 printing machine, 1 drilling machine, and 1 combined guillotine and forming machine.

Following six plants being destroyed because of their war potential. Only general purpose machinery available.

11. Serial No. 20. Fabrik Kaufburen—located near Kaufburen. Constructed in 1941, but production did not start until 1943, for the production of single base smokeless powder. The plant produced approximately 280 metric tons of single base smokeless powder per month. The plant consisted of production line, a distillation plant for the rectification of the recovered solvent, and a power plant. The power plant has been destroyed, but the electrical generating equipment is undamaged. Other general purpose items, such as electric motors, hot air blowers, ventilating fans, and a small quantity of machine tools are available.

12. Serial No. 21. Fabrick Aschau—located near Muehldorf. Built in 1940, especially for the wartime manufacture of nitrocellulose. The plant consists of four lines for nitration and purification of nitrocellulose and two lines for finishing, blending and packing of finished material. Steam and electric power were generated in two power plants. Waste acid was processed in two plants one for denitration and one for sulphuric acid concentration. Actual production was approximately 1,430 metric tons per month of 13 per cent. nitrocellulose (with a rated capacity of 1,760 metric tons per month). The nitrocellulose production lines consist of macerator, nitrators, wooden vats, autoclaves (pressure coolers) Hollander machines, stabilizers, blending and centrifugals.

13. Serial No. 22. Fabrik Ebenhausen—located near Nearingolstadt.

Constructed in 1938 for the production of nitrocellulose and single base smokeless powder. Plant consists of two lines for the production of nitrocellulose and one line for the manufacture of single base smokeless powder. Waste acid was processing 10 plants, one for denitration and one for concentration of sulphuric acid. 75 per cent. of the smokeless powder plant was destroyed by bombing. The nitrocellulose and power plant have been destroyed. Actual production of nitrocellulose was approximately 440 metric tons per month and 11 metric tons of single base smokeless powder, prior to bombing. The rated capacities were 1,100 and 165 metric tons respectively. The equipment in the nitrocellulose production line consists of macerator, wooden vats, autoclaves (pressure cookers) Hollanders, stabilizers, blending and centrifugals. Small quantity of machine tools is available, but no laboratory equipment.

14. Serial No. 23. Wehrmacht Ordnance plant—located at Strass. This plant was arranged for the filling and storage of ammunition from rifle ammunition to 24 inch mortar

shells. Due to damage, equipment remaining for reparation consists of 8 *budrrus* lolar boilers—234,500 K. Cal/ST coal fired boiler 4 presses, one shaper, universal type No. 11 hd mill and lathe.

15. Serial No. 24. Geretsfried—Wolfratahausen—located at Wolfratshausen.

This plant was used for loading ammunition. Present equipment available for reparations. Geretsfried—N2N steam power plants, total capacity 5,000 kva. Wolfratshausen—2 steam plants, total capacity 7,500 kva. 4 diesel stand-by plants, total capacity 3,200 kva. No. general purpose equipment in usable condition in either plant.

16. Serial No. 25. Wehrmacht Ordnance Plant—located at Deanig.

This plant was for the shell casings and the filling of 7.5 and 10.5 CM artillery shells and the filling of cartridges and mortar shells. Present equipment available for reparations is one large machine with vats for degreasing and pickling of metal plants having an employed capacity of 200 workers.

17. Serial No. 2002. Werke Tscheldin—located at Tenningen.

Products: Aluminium foil, very thin, for packing and also for condensers, also foils glued on paper, in colors, lacquered, embossed. General description: Model factory NV/RVT in good condition covering 25,000 sq. meters.

Normal production capacity is 2034-9.5. Number of workers in normal times is 800.

Plant and equipment:

10 annealing and smelting furnaces, all electric.

7 large rolling mills.

50 (about) finishing rolling mills.

50 (about) finishing machines glueing, veneering, and embossing.

18. Serial No. 2003. Maschinenfabrik Fahr A.G. Tractor Shops—located at Gottmadingen. Products: harvesting equipment and tractors. General description: factory was founded in 1870. It occupies an area of 8 hectares. No war damage. Equipment in good condition. Average age 7 years. Normal quantity only tractor shops is available for reparations.

Plant and equipment:

18 lathes.

5 milling machines.

13 drilling machines.

5 rectifiers.

6 presses.

23 other machines.

1 furnace.

19. Serial No. 2004. Maschinenfabrik Lvebruder Kramer—located at Gottmadingen.

Products: tractors. General description: small factory for mechanical equipment founded in 1918 and the property of the Kramer Brothers members of the Nazi parmfuk it has modern shops; buildings without great value. There is small war damage.

Plant and equipment:

11 lathes.

6 rectifiers.

Milling machines.

5 drilling machines.

3 hydraulic presses.

6 other machines.

20. Serial No. 2005. Mauser Company located at Oberndorf (Wurtemberg).

Products: portable arms, rifles and pistols *umyt*. General description: area taken up by the shops the offices and the stores is 103,000 sq. meters, by various sheds and living quarters 21,500 sq. meters. The total surface of the shops including all floors is 86,700 sq. meters. There is an area destroyed but in course of reconstruction of 7,000 sq. meters. Maximum number of workers is 10,770. Plant and equipment: approximately 4,680 machine tools including 220 wood working machines, 360 assorted machines, 102 motors, 1,800 milling machines, 517 lathes, 25 presses, 450 rectifier or polishing machines, 400 special machines—gunbore rifling machines, checking machines and special shaping milling machines.

21. Serial No. 2007. I. G. Farben A.G. located at Rheinfelden.

Products: Vinyl chloride. General description: shops in good condition. Production capacity is 225 tons per month at the present time. Only the vinyl chloride plant is available. Plant and equipment: 3 acetylene generators, each 200 cu. meters per hour capacity. Complete equipment for chlorination of vinyl chloride.

22. Serial No. 2008. Degussa Company—located at Rheinfelden.

Products: peroxide of hydrogen. General description: factory includes different types of manufactures. Only hydrogen peroxide plants are available. Shops are in good condition. Normal production capacity is 150 to 160 tons per month.

Plant and equipment:

Electrolytic plant equipment including:

A. Electrolytic section equipment.

B. Distillation equipment, per-sulfuric acid.

C. Hydrogen peroxide section equipment.

D. Sulfuric acid distillation section equipment.

23. Serial No. 2009. R. Bosch—located at Sulz Wurttemberg.
 Products: ignition parts. General description: branch of the Bosch stuttgart magnetos: occupies area of 3,200 sq. meters. Factory is divided into three shops distributed among the spinning mills F Sulz. It contains general mechanical equipment. Maximum personnel is 260 plant and equipment: 50 lathes, 17 polishers, 26 milling machines, 43 presses. 2 slotting machines or mortizers.

24. Serial No. 2013. Suddutsche. Arguswerke—located at Baden-Baden. Products: Small screw-pieces, flexible pipe-fittings in duralumin for aircraft. General description: Set up in a cigarette factory. Old buildings. Total area is 4,800 sq. meters, including the offices. Maximum personnel is 48 and maximum production is 10,000 fittings per month. It contains 118 machines, of which 36 are in bad condition.

Plant and equipment:

- 46 lathes.
- 7 milling machines.
- 4 drilling machines.
- 6 automatic machines, Simon.
- 7 assorted automatic machines.
- Assorted milwright workmachines.

Additional list of factories available as Advance Deliveries.

Following are remaining plants and equipment of second list declared available by the ACC for Germany as advance deliveries on reparations. In order to permit publication before December closing of Secretariat business of complete list of plants available at this time. Last 22 plants are listed by name only. With detailed descriptions to follow in later telegram. Official, serial number (in parenthesis) precedes name of each plant.

List follows:

(2006) Mauser Werke—located at Bohringen.

Products: Flame-throwers.

General Description: This factory was blown up. At present the premises are vacated, 70 machine-tools were transported to the main Mauser Plant at Obernoorf.

(2010) Suddutsche Dornierwerke—located at Friedrichshaven (Manzel) on edge of lake Constance.

Products: Airplanes and airplane parts, speed boats.

Description: Maximum personnel in 1944—4,700 labourers and 500 engineers. 90 per cent. of buildings destroyed by bombing usable machines being salvaged.

(2011) Suddutsche Dornier Werke—located at Konstanz.

Products: Airplane parts Dornier BO 215 or 355, wing assembly.

Description: Production capacity is 100 wing parts and 10 complete wings per month; with wartime personnel of 450 labourers. Factory was not bombed. Equipment available consists of various machines, presses, and pneumatic hammers.

(2012) Ohering O. Stellmann—located at Manzel (Wurtemberg).

Products: Airplane parts.

Description: An Affiliate of Fornierwerke factory. (Correction Affiliate of Dornierwerke Factory).

(2014) Arguswerke—located at Dusslingen (Wurtemberg).

Products: Bearings.

Number of Workers: 200.

(2015) Arguswerke—located at Brombach.

Products: Metal armatures.

Maximum number of workers: 170.

(2016) Arguswerke—located at Pfullendorf.

Products: Airplane brakes.

Number of workers: 809.

General Description: Arguswerke Group: Konzern Bjizt NWTB in making airplane engines, all sorts of accessories for aviation, and remote control engines. Registered offices of the factory were in Berlin. The concern comprised 14 factories scattered throughout Germany.

Deadline date for notification of interest in the above plants will be January 24, 1946.

Following are names of plants and equipment in British Zone, descriptions of which are not yet available. Deadline date for notification of interest by claimant nations will be set when descriptions are forwarded.

(1018) Factory A of Wolf and Company, Bomlitz, Hanover; (1019) Factory B of Wolf and Co., Doerverden; (1020) Factory C of Wolf and Co., Liebanau; (1021) Dynamit AG, Daneburg; (1022) Dynamit Ag, Jrummol; (1023) Warren Commissions Ag, Donnenberg Elbe; (1024) Clausthal, Clausthal-Sollerfold; (1025) Heeres Munitions Anstalt, Ahrbergern; (1026) Hans Moog, Wuppertal-Ronsdorf Kowul Glaswerk Riedel underground factory, Burgderd; (1028) Sperrwaffenarsenal, Soltan (1029) Heeres Munitions Anstalt, Lehre; (1030) Luftshaupt Munitions Anstalt, Hamuhren; (1032) Heeres Munitions Anstalt, Locksledten Lager; (1033) Heeres Munitions Anstalt, Bedenteich; (1034) Fulbanlageclauen, Clauen; (1035) Heeres Munitions Anstalt, Godenauber Alfeld; (1036) Lufthaupt Munitions Anstalt, Wienberg/Sesser; (1037) Heeres Munitions Anstalt, Scheuen; (1038) I. G. Uerdingen, Uerdingen; (1039) Chemische Werke Harz-Weser, Langolsheim.

List of Plants available from Germany as Advance Deliveries on account of reparations

Number in parenthesis is serial number of plant.

(1018) Capacity 500 tons per week. Single base and double base propellants, Steam generation equipment: 4 Lamont boilers, other boilers. Electric power generation equipment: 11 Turbo-generators with total capacity of 20,000 kw. The plant contains:

Nitroglycerine and nitrocellulose plants.

Acid recovery and mixing plants.

Solvent recovery and rectification.

2 refrigeration plants.

53 Kneading machines (Baker Perkins type).

109 rolling mills.

15 autoclaves.

20 Hollanders

Incorporating Mills.

Hydraulic presses.

(1019) Capacity 50 tons per week. Single base propellant. Steam generation equipment; 3 boilers. Electric power generation equipment: 3 Turbo-generators of 2599 kw. each. Cellulose preparation and nitration. Nitrocellulose dehydration, solvent recovery, and rectification. 16 hydraulic presses, 24 kneading machines, equipment for acid recovery and mixing.

(1020) Capacity: 280 tons per week of solventless double base propellant. Equipment: Steam generation—4 Lamont Boilers; Electric Power generation—6 turbo generators of 2500 kw each; Nitroglycerine—5 Meissner continuous plants; Equipment for Cellulose preparation and nitration; Nitrocellulose Hollanders and D. Autoclaves; Equipment for Acid recovery and mixing, 24 Baker Perkins type kneading machines; 94 rolling mills.

Note:—(1018), (1019) and (1020) are closely associated and were operated by Wolff and Company, Walsrode.

(1021) Capacity: 84 tons per week of solventless propellants, Receives ready mixed paste from Krummel. Equipment: Steam generation—3 Lamont Boilers and 7 large turbular boilers; Electric power generation—6 turbo-generators of 2500 kw each and 1 turbo-generator of 500 kw; 18 Travelling cranes up to 12 tons; 92 Hydraulic presses and pump units to operate at 450 atmospheres; 226 large rolling mills; 43 mixing machines; electric motors—individual drives for all machines and machine tools as follows:

39 lathes.

27 drilling machines.

15 milling machines.

8 shaping machines.

5 welding sets.

Miscellaneous small power-driven tools and wood working machines.

Note:—Dunesberg and Krummel are interlocked under Dynamit A.G.

(1022) Capacity: 750 tons per week of T.N.T.; 40 tons per week of P.E.T.N.; 800 tons per week of double base propellant JO paste; 1,000 tons per week of Amatol shell filling composition; 850 tons per week of total explosives—Shell, bomb and Grenade filling, 140 tons per week of dynamite. This plant produces a variety of plastics and plastic products including impregnated paper, for which certain machines in the Nitrocellulose plant are used. The plastic plant equipment is not at present offered for reparations as it is in current use for production of essential housing repairs materials. Steam and Power generation—3 power stations with total capacity of 18,000 kw. Automatic diesel sets with total capacity 1250 kw. Water supply—Water pumping stations 8; Gas supply—generators 5; Compressed air—2,300 cubic meters per hour; Cranes—mobile crane on rails $7\frac{1}{2}$ tons; Coal discharging plant—160 tons per hour; Dynamit plants—2; Nitrocellulose plants—2 with a combined capacity of 300 tons per week. Includes the usual equipment for nitration, purification, pulping (Hollanders), autoclaving, centrifuging and dehydration—all on a big scale.

Nitroglycerine plants—with total capacity of 300 tons per week.

Double-base paste mixing, in standard plant to produce paste which is sent to Duneberg.

Shell and bomb filling composition—preparations of performed charges and other high explosives, mixtures for ammunition filling.

Bomb, shell and grenade filling—all ammunition filling plants contain a wide range of general equipment such as conveyors, hydraulic presses, degreasing machines, painting machines, etc.

Sulphuric acid—2 Tentelew contact plants with a combined capacity of 200 tons of SO_3 per week.

Acid Recovery—Concentration and mixing equipment on a large scale.

Nitrocellulose plants—2 with total capacity 300 tons per week.

Nitroglycerine plants—300 tons per week.

Double-base paste mixing—Standard plant for the production of paste which is sent to Duneberg.

(1023) Capacity; 300 tons per week of T.N.T.; 80 tons per week of Ammonal, 60 tons per week of Chloratit; 350,000 meters per week of safety fuse; 1 million per week—filling for grenades. Equipment: Steam generation—2 Lancashire boilers with total of 5 tons per hour; electric power generation—2 turbo-generators of 1250 kw. each and 3 diesel sets totaling 600 kw. 2 T. N. T. plants; 1 Ammonal and Chloratit plant; 1 safety fuze plant; Producer gas plant WA 5 tons coal per hour.

(1024) Capacity: 700 tons per week T. N. T. 80,000 per week—Shell, mine, bomb filling. Equipment: Steam generation—3 high pressure boilers—total 24 tons steam per hour and 3 medium pressure boilers—total 30 tons steam per hour; electric power generation—2 turbo-generators of 1300 kw. each and 1 diesel set of 250 kw. Other equipment: 7 rotary compressors with total output of 560 cubic meters per hour of compressed air, 4 gas supply generators with total of 80,000 cubic meters per day; 2 T. N. T. producing plants, acid recovery and concentration plant; shell filling plant—ammonium nitrate drying and T.N.T. and picric acid melting and performing.

(1025) Capacity: Shell filling—75,000 per week on 1 Shift, grenade filling—225,000 per week on 1 shift. Plant is for TGMN. T. Melting, Amatol prepartate and mixing. Contains presses, conveyors and painting machine and steam generation equipment.

(1026) This is a small factory, employing 120 people, for producing pyrotechnic filling of flares. Contains 2 hydraulic presses and 1 tableting press.

(1027) Capacity: 300,000 per week of mortar bomb filling. Located in disused salt mine; employed 800 workers. Equipment: Steam generation plant presses; sewing machines and other equipment: characteristic of filling and assembly plants.

(1028) This plant was used for marine mine filling and employed 280 workers.

(1029) Plant employed 800 workers. Capacity: heavy shell filling—27,000 per week. Equipment: steam generation—12 boilers, electric power generation 2 diesel sets. Other equipment: 10 cleaning machines for shells and the usual equipment for filling, handling, fuzing and painting heavy shell.

(1030) Capacity: medium shell filling—150,000 per week. Equipment: no details available at present, but probably similar to that installed in No. 1029.

(1031) Employed 1,500 workers. Capacity not known. Contains steam generation plant with 2 central heating, plants, and electric power generator 1 diesel set.

(1032) Employed 1,500 workers. Capacity: 100,000 per week, small calibre fixed gun ammunition, filling and assembly. Equipment: Steam generation—4 Central Heating plants; electric power generator—1 diesel set of 320 kw. Other equipment: Metal degreasing pickling, washing in and plating for gases and chilling, the usual equipment for handling, filling, assembly and fuzing of complete rounds of small calibre gun ammunition.

(1033) No information at present, small factory which employed 500 workers.

(1034) Employed 600 workers was used for heavy shell filling. Badly damaged. No details available of remaining plant.

(1035) Capacity unknown. Plant used for ammunition filling generally. Contains 1 boiler house with turbo-generator for 500 kw. and a wide range of general light engineering equipment such as presses, conveyors, painting machines, etc.

(1036) Capacity: Medium anti-aircraft shell filling—260,000 per week. Equipment: Steam generation—2 boiler houses and 5 central heating plants; electric power generation—2 diesel sets totalling 350 kw, also power from Grid. Has the usual range of equipment for medium shell filling.

(1037) Capacity unknown. Employed 1,500 workers. Was used to produce medium shell filling. Contains 6 central heating plants and the usual range of medium shell filling equipment such as degreasing, painting, hydraulic pressing and handling of shell.

(1038) Capacity: Electrolytic chlorine—200 tons per week plus the equivalent caustic soda liquor. This is a mercury cell plant designed for a capacity of 400 tons chlorine per week, only half of the equipment has been delivered.

(1039) Capacity: Activated carbon for gas masks—40 tons per week. Equipment: 4 turf mills, 4 kneading machines, 8 high pressure presses, 6 rotary furnaces, 2 cooling drums, 4 rotary driers, 2 producer gas generators.

DEPUTATION TO DISCUSS INDIAN OVERSEAS QUESTION WITH H. M. G.

392. *Seth Govind Das: (a) Will the Secretary for Commonwealth Relations be pleased to state if it is a fact that Mr. A. V. Pai, I.C.S., Joint Secretary, Commonwealth Relations Department and Controller General of Emigration had recently gone to England in a deputation to discuss Indian overseas question with His Majesty's Government?

(b) If the answer to (a) is in the affirmative, will the Honourable Member state the result of the mission and the total expenditure incurred on sending such a deputation?

(c) Did the deputation discuss with His Majesty's Government about the respective position of Indians in the Commonwealth specially in South and East Africa and the scheme of applying economic sanctions and Reciprocity Act and of calling back the Indian High Commissioner from South Africa, the steps which are under consideration by the Government of India as assured by the Honourable Member on the floor of this very House?

Mr. R. N. Banerjee: (a), (b) and (c). Mr. Pai accompanied the Honourable Sir Ramaswami Mudaliar to London to assist the latter in having unofficial discussions with His Majesty's Government on certain matters affecting Indians overseas. The expenditure which was incurred on Mr. Pai's visit was about Rs. 5,000. It will not be in public interest to make any further statement on this subject.

Seth Govind Das: Is it not a fact that a certain report was submitted by Mr. Pai to the Government of India in this respect?

Mr. R. N. Banerjee: I have no other reply to give.

Seth Govind Das: Will the Honourable Member be pleased to state how the question of public interests arises on a very simple question about the recommendations made by Mr. Pai to the Government of India?

Mr. R. N. Banerjee: I have no other reply to give, Sir.

TRADE AND EMIGRATION AGREEMENT WITH BURMA

393. ***Seth Govind Das:** (a) Will the Secretary for Commonwealth Relations please state if there is any agreement in force between the Government of India on the one hand and the Government of Burma on the other, as regards trade and emigration?

(b) If the answer to part (a) is in the affirmative when was this agreement entered into? Was it entered into with the consent of this House?

(c) Will the Honourable Member assure the House now that any new agreement with the Government of Burma will only be entered into with the previous consultation and consent of this House?

Mr. R. N. Banerjee: (a) No, Sir.

(b) Does not arise.

(c) The question will be considered at the appropriate time.

ALLOWANCES TO EVACUEES

394. ***Seth Govind Das:** (a) Will the Secretary for Commonwealth Relations please state the total amount of maintenance allowance granted up to now to the evacuees by the Government of India?

(b) Has the Government of India recovered this amount or does it at all propose to recover it from His Majesty's Government?

Mr. R. N. Banerjee: (a) and (b). The Government of India have accepted financial liability only for Indian evacuees. The exact figures of expenditure on the grant of maintenance allowances to Indian evacuees are not available separately but the total expenditure of which the bulk is on maintenance, is estimated to be Rs. 10½ crores by the end of the financial year 1945-46. As regards liability for non-Indian evacuees, I lay on the table of the House a statement showing the Governments and the classes of non-Indian evacuees for whom they are financially responsible. The figures of expenditure on non-Indian evacuees are not readily available.

Statement showing the Governments and the classes of non-Indian evacuees for whom they are financially responsible

Government to which cost is debitable	Classes of evacuees in respect of whom expenditure is debitable to the Government specified in column (1)
1	2
I. Government of Burma	<p>(a) All Burmans, Anglo-Burmans, Anglo-Indians, European British subjects and all other evacuees who are British subjects other than Indians evacuated from Burma to India.</p> <p>(b) All Burma Government servants irrespective of their nationality whose services have not been terminated by that Government.</p>
II. His Majesty's Government :	
(i) Colonial office	European British evacuees and other evacuees of non-Indian domicile who are British subjects from Hong-Kong and Malaya.
(ii) Foreign Office	<p>(a) All British subjects not covered by (I) above.</p> <p>(b) Evacuees from Middle East, the Balkans, Malta and Siam.</p> <p>(c) Greek and Czech evacuees irrespective of the country from which they may have been evacuated to India provided that they belong to parties whose evacuation to India has been sponsored by their own Governments.</p>
III. Polish Government. (Underwritten by HMG at present).	Poles.
IV. Royal Netherlands Government	Subjects of the Netherlands East Indies.

N.B.—The expenditure on evacuees of other allied or neutral foreign States is recovered through the Consuls of the countries concerned.

Prof. N. G. Ranga: May I know if Government have come to any decision on the question of extending the payment of maintenance and other allowances to Indian evacuees beyond the last budget year?

Mr. R. N. Banerjee: The system is in force for some months. No decision has been taken about its extension in the future.

Prof. N. G. Ranga: In view of the fact that new budget is going to be presented, have Government considered the advisability of making any provision for continuing these allowances beyond March of this year?

Mr. R. N. Banerjee: The matter is still under consideration.

Seth Govind Das: How much money of this expenditure is going to be borne by His Majesty's Government? The Honourable Member has not replied part (b) of my question.

Mr. R. N. Banerjee: I think I have replied to clause (b). If you will permit me, Sir, I shall repeat what I have said:

"As regards liability for non-Indian evacuees, I lay on the table of the House a statement showing the Governments and the classes of non-Indian evacuees for whom they are financially responsible. The figures of expenditure on non-Indian evacuees are not readily available."

As regards Indian evacuees the Government have accepted financial liability for the entire expenditure.

Shri Mohan Lal Saksena: Do I understand the Honourable Member correctly when I say that the Government of India will not be responsible for the maintenance allowance given to non-Indian evacuees?

Mr. R. N. Banerjee: The Honourable Member's presumption is correct.

Shri Mohan Lal Saksena: If so, may I ask whether the amount spent annually on these non-Indian evacuees is calculated every year?

Mr. R. N. Banerjee: They are calculated from year to year and advances also are made from Indian revenues and they are recovered later on from the governments concerned.

Shri Mohan Lal Saksena: Then why should not the figures be available?

Mr. R. N. Banerjee: I said that they were not readily available.

Mr. President: The Honourable Member perhaps wants the total of the advances made.

EMPLOYMENT AND REPATRIATION OF EVACUEES.

395. *Seth Govind Das: (a) Will the Secretary for Commonwealth Relations please state what arrangements the Government of India have made or propose to make for the employment of evacuees other than Government servants?

(b) Is there any plan for sending these evacuees back to their respective countries? If so, what facilities do Government propose to give to these persons as regards their travelling, routes and priority?

Mr. R. N. Banerjee: (a) Since November 1943, a Central Refugee Employment Bureau has existed and has been functioning through Central Refugee Officers in the four zones of India—East, West, North and South. These Refugee Officers maintain registers of candidates, interview all major employers and keep in constant touch with Provincial Governments and recruiting officers of the Army. Provincial Governments and the departments of the Government of India communicate their requirements and efforts are then made to secure suitable candidates.

(b) So far as repatriation of Indian evacuees to Burma is concerned, the attention of the Honourable Member is invited to my reply to part (e) of starred question No. 266, given on the 14th February, 1946.

As regards repatriation to countries in the Far East other than Burma, the attention of the Honourable Member is invited to the recent notification issued by this Department, a copy of which is placed on the table of the House.

In regard to the repatriation of European evacuees to western countries, the matter is at present under the consideration of His Majesty's Government.

NOTIFICATION.

PASSAGES FROM INDIA TO THE FAR EAST AND BURMA FOR CIVILIAN PERSONNEL

In order to meet the urgent desire of evacuees now in India to return to their homes, of others to rejoin families and of businessmen to proceed to Far Eastern countries, it is necessary, till such time as shipping conditions return to normal, that all passages to the Far East should be controlled by the Government of India.

2. To this end, a bid for shipping has been made by the Government of India to ALFSEA, and it is hoped that, very shortly, a certain number of ships will be made available.

3. In the meantime, in order to bring all intending passengers on to one central list, persons wishing to proceed to the Far East should, if they have not already done so, make application as shown in detail below:—

(a) *Evacuees from Far Eastern British possessions (Malaya, Hong Kong, etc.).*—Such evacuees, if they have not already done so, should register themselves for repatriation with C. D. Ahearne, Esq., C.M.G., Malayan Representative's Office, Menkwa Building, Outram Road, Bombay.

(b) *Evacuees from Far Eastern Countries OTHER THAN BRITISH possessions.*—Applications should be made to the Secretary to the Government of India, External Affairs Department, New Delhi.

(c) *Persons OTHER THAN evacuees wishing to proceed to British possessions in the Far East for business or other valid reasons.*—Applications by such persons should be made to the Controller of Priority Passages for the Far East, Government of India, Commonwealth Relations Department, New Delhi.

(d) *Persons OTHER THAN evacuees desiring to proceed to non-British possessions in the Far East.*—Such persons should apply to the Secretary to the Government of India, External Affairs Department, New Delhi.

(e) *Evacuees from Burma.*—Registration of evacuees wishing to return to Burma is now proceeding, and registered persons will, in due course, be called up when shipping and other conditions permit.

(f) *Persons OTHER THAN evacuees wishing to proceed to Burma.*—Such persons should apply in the first instance to the Secretary to the Government of India, Commonwealth Relations Department (Burma Repatriation Section), New Delhi.

(g) *Released Civilian Internees from the Far East desirous of returning to countries in the Far East, whether British possessions or not.*—Released civilian internees who are not resident in the Malayan Transit Camp, Bombay, should make immediate application to the Controller of Priority Passages for the Far East, Government of India, Commonwealth Relations Department, New Delhi.

Seth Yusuf Abdoola Haroon: May I know from the Honourable Member as to how many evacuees have been employed by the Provincial Governments since the Department has been opened?

Mr. E. N. Banerjee: I have not got separate figures for the number employed by Provincial Governments but up to November 1945, the number of evacuees for whom employment could be secured was 45,861.

Seth Yusuf Abdoola Haroon: Will the Honourable Member lay on the table a statement telling the House as to how many persons were employed permanently and to how many temporary jobs were provided?

Mr. E. N. Banerjee: I am afraid that is a tall order and I would want notice.

Mr. Manu Subedar: Has the Honourable Member seen criticisms in the public press that European evacuees and refugees who came to this country were found fat jobs for which suitable Indians were available?

Mr. E. N. Banerjee: I have read complaints in the press, Sir, but no specific case was brought to my notice during the last two years.

Mr. Manu Subedar: In view of the serious problem of rehabilitation which Dr. Ambedkar is tackling, will the Honourable Member state whether the non-Indian evacuees and refugees who might have been employed by the Government of India will now be sent away?

Mr. E. N. Banerjee: I am afraid I must want notice of that question; I do not think our Department deals with that.

Seth Govind Das: Will the Honourable Member state how many non-Indian evacuees have been supplied with jobs out of the 45 thousand? Will the Honourable Member lay a statement on the table?

Mr. E. N. Banerjee: I must have notice of that question.

Shri Mohan Lal Saksena: The Honourable Member's reply was that he was aware that certain complaints have appeared in the press but that no definite complaints have been brought to his notice. Am I to understand that the Honourable Member does not take notice of the complaints that appeared in the press?

Mr. E. N. Banerjee: Our Department does take notice of complaints made in the press.

Shri Mohan Lal Saksena: Is no inquiry made on the complaints made in the press?

Mr. E. N. Banerjee: The complaints were of a vague and general nature.

RESTRICTIONS ON ENTRY OF INDIANS IN EAST AFRICA

396. *Seth Govind Das: (a) Will the Secretary for Commonwealth Relations please state if it is a fact that certain restrictions were placed on the grant of

passport facilities for Indians, for entry into the East African territories during the war? If so, were these restrictions only temporary and applied only for the duration of the war?

(b) Have these restrictions now been withdrawn after the war is over? If not, when are these restrictions likely to be withdrawn? Do the Government of India now propose to consider the immediate withdrawal of these restrictions?

Mr. R. N. Banerjee: (a) Yes. The restrictions were temporary and intended to meet the difficulties created by the war.

(b) The restrictions have not yet been withdrawn, but are expected to be withdrawn some time this year. The Government of India have already pressed for their withdrawal.

Seth Govind Das: Is it not a fact that in 1945 when the discussion of this question took place in this House the Honourable Dr. Khare made a promise that those restrictions will be removed and that they will automatically lapse within two or three months?

Mr. R. N. Banerjee: I cannot recall any such statement having been made by the Honourable Dr. Khare. All that he said, so far as I recall, was that we were making every endeavour to have these restrictions withdrawn as soon as possible; and that we have done.

Seth Govind Das: Is it not a fact that in 1945 those restrictions were applied only for a year and they were automatically to lapse, when this discussion took place in the House, within two or three months?

Mr. R. N. Banerjee: On further examination it appeared that the statement was not quite accurate and the provisions under which the regulations were issued were not such as had to be renewed from year to year.

Seth Govind Das: By what date does the Government think these restrictions will be removed now?

Mr. R. N. Banerjee: By the middle of this year, Sir.

INDIAN STUDENTS FOR ADVANCED STUDY IN AMERICA AND EUROPE

397. ***Sri M. Ananthasayanam Ayyangar:** Will the Education Secretary please state:

(a) how many students applied for scholarships for advanced studies in America and Europe last year and how many were selected;

(b) how many of these were from the Madras Presidency and how many were selected from there;

(c) how many of those selected have already been sent abroad and how many are still waiting in India for want of passages;

(d) if it is a fact that students are not admitted into any of the important universities in America, and if any complaints in this respect have been received by Government;

(e) if Government's attention has also been drawn to reports in papers that students from India are suffering hardships owing to inadequate accommodation and owing to colour prejudice in the United States; and, if so, whether they have addressed the Agent of the Government of India there; and

(f) what steps, if any, have been taken so far to relieve the students of these hardships?

Dr. John Sargent: (a) 8,835 students applied for the scholarships awarded last year by the Central Government and 856 scholars were selected. 5,440 students applied for scholarships awarded by the Provincial Governments, and scholarships were awarded to 236 of them, excluding those in Government service who have been selected for further training abroad.

(b) No information is readily available as to how many candidates from the Madras Province applied for the Central Government scholarships. 49 out of the 856 scholars selected for Central Government scholarships appear to be domiciled in the province of Madras.

(c) Up to the end of last month, 237 scholars had gone abroad and 106 scholars have yet to go. That refers to the Central Government. With regard to the Provincial Governments I have now got the figures: 118 have sailed and 108 are waiting to go.

(d) No, Sir. We have received no complaints whatsoever in this respect, and reports received from the Indian Agent General in Washington indicate that our students in the United States of America have been mostly placed in the better known Universities.

(e) No, Sir. We are not aware of any hardships owing to colour prejudice. With regard to accommodation, reports received from the Agent General reveal that the position is everywhere difficult but that in all cases so far it has been possible to make reasonably satisfactory arrangements for all Indian Students who have gone through the Agent General and there have been no serious complaints.

(f) Does not arise.

Lt.-Col. Dr. J. C. Chatterjee: With reference to part (a) of this question will the Honourable the Education Secretary state whether the applications from those students only who possessed a first-class degree were considered and that this was made a condition precedent to their selection?

Dr. John Sargent: No, Sir. That is not correct.

Lt.-Col. Dr. J. C. Chatterjee: Is it not a fact that it has been put down as one of the essential conditions in the advertisements asking for applications?

Dr. John Sargent: It has not been made an essential condition and the selection is by no means confined to first-class students.

Lt.-Col. Dr. J. C. Chatterjee: Is the Honourable the Education Secretary aware that there is a vast difference between the first-class degrees of different Universities in this country? There are certain Universities which are very liberal in the grant of first-class degrees. Other Universities like the one which my Honourable friend, the questioner is interested in, are very very careful in giving first-class degrees. Are such variations taken into account when making a selection for these scholarships?

Dr. John Sargent: My experience is that in all countries there are variations in standards between universities, and that applies to this country as well. The Committee obviously cannot go on what they may suspect, but they can go on actual information, and due consideration is given to that. Members who have seen the report of the Central Selection Board—and I am hoping that those members who have not seen it will receive copies very shortly—will notice that the Selection Board themselves last year have called attention to the fact that in the process of selection the point raised by my Honourable friend had already been brought to their attention namely that there were variations between universities. They thought that this was a matter which the Inter University Board themselves ought to look into before long, and that as a result of their experiences they would be able to submit certain material which the Inter University Board might find of use in that respect.

Lt.-Col. Dr. J. C. Chatterjee: Am I therefore to understand that my Honourable friend will be prepared or his committee will be prepared to consider applications from persons who have not obtained a first class degree?

Dr. John Sargent: Certainly.

Babu Ram Narayan Singh: What is the number of students selected by the Central Government from Bihar?

Dr. John Sargent: I should be delighted to supply that information to the Honourable Member: I cannot give it offhand.

Babu Ram Narayan Singh: The file is before the Honourable Member: He can very well supply the information now.

Mr. President: It will perhaps take time to get the required information and find out the figures; and other questions will be blocked.

RACIAL DISCRIMINATION ON BOARD *S S STRATHMORE*

398. *Sri M. Ananthasayanam Ayyangar: Will the Education Secretary please state:

(a) if his attention has been drawn to a Reuter's message in the *Hindustan Times* of the 2nd February, 1946, relating to racial discrimination against students and others on board the *S. S. Strathmore* which arrived in England on the 14th January, 1946, from India;

(b) whether he has received any complaints from any one in the matter;

(c) what action, if any, he proposes to take to avoid recurrence of such incidents in future;

(d) who are the authorities who were responsible for such treatment of students from this country; and

(e) whether he proposes to make a full statement on the matter after making the necessary inquiries?

Dr. John Sargent: This question should have been addressed to the War Secretary who has agreed to answer it in due course.

FOOD SUPPLIES FROM U N R R A

399. *Sri M. Ananthasayanam Ayyangar: Will the Food Secretary be pleased to state:

(a) whether any representations were made to the U.N.R.R.A. to send relief measures to India for relieving food shortage in India;

(b) whether any Indian is in the executive of the U.N.R.R.A. or on its establishment;

(c) if he has approached for help; if so, to what extent, and in what form it has been promised; if not, why not;

(d) whether any instructions were given by the Government of India to the Indian Delegation to the U.N.O. to press upon that organisation through its economic and financial council to send immediately food supplies to India; and

(e) in what form and from which quarter the Honourable Member expects to get supplies of foodgrains, and when?

Mr. B. R. Sen: (a) No.

(b) Yes.

(c) The answer to the first part is in the negative. The reason is that the U.N.R.R.A. can only obtain supplies through the existing war time supply and allocating machinery of the Combined Food Board which is already available to India.

(d) No.

(e) The Government of India indent upon the London Food Council and the Combined Food Board, Washington, for their import requirements. All necessary steps have been and are being taken to press India's need before the Combined Food Board.

Mr. Manu Subedar: Have Government seen the complaints in the British papers that U.N.R.R.A. could not supply or help at the time of the Bengal famine because the Government of India failed to make any demand for it?

Mr. B. R. Sen: I have seen such reports, but those reports must be based on a misunderstanding of the entire position.

Mr. Manu Subedar: Why was it difficult for this Government to decide when they were in want of food, to ask this international organisation for assistance?

Mr. B. R. Sen: The famine did not exist at that time.

Mr. Manu Subedar: Yes; it did. May I know whether at a later stage when the Bengal famine made an incursion in the following year on a smaller scale, this Government made any effort to get food and medicine, and in particular medicine?

Mr. B. E. Sen: The point is that the source of supply for India, as for other countries, is the Combined Food Board; and India pressed her case before the Combined Food Board. India did not find any advantage in approaching the Combined Food Board through the U.N.R.R.A.

Mr. Manu Subedar: Do I take it then that the Rs. 8 crores which this poor country has been made to subscribe to this organisation has gone west and is not available in any measure at any time for the purposes of this country?

Mr. B. E. Sen: The main question we are interested in is foodgrains and the allocation of foodgrains is done by the Combined Food Board. Before allocation is made, the demands of the U.N.R.R.A., of India, and of other countries are examined. We did not see any advantage in approaching the Combined Food Board through the U.N.R.R.A. I may remind the House that the other day during the food debate a motion was passed in which the Government of India was asked to send a representative on the Combined Food Board through the London Food Council; and so it would not be consistent now to say that we should ask for food supplies through the U.N.R.R.A. and not direct from the Combined Food Board.

Mr. Manu Subedar: I am concerned with the very heavy contribution of this country, and I want to know whether this large contribution should be considered as written down, in order to help the countries of Europe or whether we shall get medicine now that plague and cholera and other diseases have broken out in this country, and whether this Government will not make an attempt to get some *quid pro quo* for this very large largesse and present which they have made to European humanity?

Mr. B. E. Sen: I think that question can best be replied to by the Honourable Commerce Member; but so far as we are concerned, we shall ask for the assistance of U.N.R.R.A. if we find it necessary at a later stage.

Sri M. Ananthasayanam Ayyangar: May I know if foodgrains are supplied to China, Phillipines and other places affected by the war through the U.N.R.R.A.?

Mr. B. E. Sen: That is correct.

Sri M. Ananthasayanam Ayyangar: If that is so, why did not this Government make an application to the U.N.R.R.A. to get its quota also, and get India a share?

Mr. B. E. Sen: As I have explained very clearly, the countries which get their assistance from U.N.R.R.A. do not get assistance from the Combined Food Board direct as we do.

Sri M. Ananthasayanam Ayyangar: Is there anything to prevent us from getting a contribution both directly from the Combined Food Board and also through the U.N.R.R.A.?

Mr. B. E. Sen: If we put our case through the U.N.R.R.A., then we cannot forward our case direct to the Combined Food Board.

Sri M. Ananthasayanam Ayyangar: Has the Honourable Member taken the trouble of writing to both these institutions and getting their replies?

Mr. B. E. Sen: We have not considered it necessary to do so.

Maulana Zafar Ali Khan: Is there any proposal for India getting foodgrains from the United States and from Soviet Russia?

Mr. B. E. Sen: That question does not arise from this.

Prof. N. G. Ranga: I am not able to follow the answer given to my friend Mr. Ayyangar's question: what prevents the Government of India to approach both these organisations for assistance in regard to food supplies? Is there any rule in the constitution of either of these bodies, that if you approach one organisation, you should not approach the other organisation?

Mr. B. B. Sen: No useful purpose will be served by going through two organisations, when we can approach the organisation of the Food Board direct.

Sri M. Ananthasayanam Ayyangar: Who says so?

Mr. B. B. Sen: We think so.

Prof. N. G. Ranga: It is not a question of thinking. My Honourable friend put a specific question whether there are any rules in these organisations. . . .

Mr. President: There seems to be a misunderstanding. It is a question of approaching the Combined Food Board through U.N.R.R.A. that is how I have understood the reply—that the Combined Food Board is perhaps the superior body and U.N.R.R.A. working under it; and that is why the Honourable Member says. . . .

Sri M. Ananthasayanam Ayyangar: He does not know.

Mr. President: If he does not know. . . .

Sri M. Ananthasayanam Ayyangar: Let him say that.

Mr. President: He has said that. I am not adding anything of my own; he said it, and the question was repeated "whether through the U.N.R.R.A. or not".

Sri M. Ananthasayanam Ayyangar: With great respect, may I submit that is not what he says. I am afraid you might have misunderstood him—he should make it clearer. He does not say that we have to approach the Combined Food Board through the U.N.R.R.A. or the U.N.R.R.A. through the Combined Food Board. He only says "If you go to the Combined Food Board you cannot go through the U.N.R.R.A." I wanted to know whether there was any such rule to prevent his doing so.

Mr. President: Then I may correct the Honourable Member's impression—I am not sure I heard that. The facts as stated by him may be wrong or right—I am not concerned with that; but from the number of supplementaries answered by him as to why the Combined Food Board was not approached through the U.N.R.R.A., he said that "We do not want to approach the Combined Food Board through the U.N.R.R.A. when we can approach the Combined Food Board direct". That was what I understood; if the facts are correct. . . .

Sri M. Ananthasayanam Ayyangar: Then we would not have put so many supplementaries. He may reply, Sir.

Mr. B. B. Sen: That is correct, Sir.

Prof. N. G. Ranga: What is his answer to my question? Is there any rule in the constitution of either of these bodies, to prevent the Government from approaching them simultaneously or together?

Mr. B. B. Sen: There is no rule to that effect, but if you ask for an allocation, then there is no point in getting a part of what you ask through another organisation.

Sri M. Ananthasayanam Ayyangar: Is the Honourable Member aware that there is a C.H.I.N.R.R.A. in China and a P.I.N.R.R.A. in the Phillipines, but there is no I.N.R.R.A. for India to ask for these allocations? If he does not know, it is better he quits.

(No answer was given.)

SERVICE SUPPLIES FROM AUSTRALIA.

400. ***Sri M. Ananthasayanam Ayyangar:** (a) Will the Honourable the Commerce Member please state if his attention has been drawn to a report in the *Hindustan Times*, evening edition, page 2, of the 2nd February referring to a trade bulletin issued from Australia that certain categories of service supplies are available for export overseas from Australia?

(b) Have Government ascertained what those categories of articles are? Do they consist of capital or consumer goods, or both?

(c) Have Government received any application from importers in India for import licences for any of these articles? If so, how many, and for what variety of articles?

(d) Have Government issued any import licences for supplies of such categories? If so, what are the classes of articles, and what is the approximate value of the articles so allowed to be imported?

(e) How long do Government propose to have import control, and for what purpose and for whose benefit?

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

(b) Government have just received information about the articles mainly concerned, and I lay a list on the table.

(c) and (d). I am collecting the particulars required and will lay them on the table.

(e) I am afraid it is not at present possible for me to say how long it will be necessary to continue control over imports. But I may invite attention of the Honourable Member to my reply given today to Mr. Manu Subedar's starred question No. 388 in which I have explained the present position relating to Import Control and imports from British Empire countries in the sterling area.

List of articles declared surplus in Australia general announcement regarding which was recently made in "Austral News" of February 1946.

Bearings.	Hessian.
Canvasware and allied goods.	Machine tools.
Chemicals—industrial.	Mess equipment.
Clothing.	Metals.
Electrical trades goods.	Motor vehicles.
Engineering equipment.	Ships.
Hardware.	Textiles.

BHAKHRA DAM PROJECT

401. *Pundit Thakur Das Bhargava: (a) Will the Honourable the Labour Member kindly state whether the Government of India and the Secretary of State for India have sanctioned the Bhakra Dam Scheme?

(b) Has the dispute about the waters of the Indus between the Punjab and the Sindh Governments been settled?

(c) Are Government aware that the Bhakra Dam Scheme has been in contemplation for more than thirty years and that the Government of India and the Punjab Government have been holding out promises during the two Great Wars to the poor and famine-threatened inhabitants of the Districts of Hissar, Rohtak and Gurgaon that all efforts will be made to materialise the scheme as soon as possible and that the said scheme is indispensable for the 'Grow More Food' campaign of the Government of India?

(d) Are Government aware that there have been four severe famines during the last fifteen years in these districts and that the Bhakra Dam Scheme is regarded by Government and the people as the only remedy and safeguard against these recurring famines?

(e) What steps do the Government of India propose to take to settle the dispute between Sindh and the Punjab about the Indus water?

(f) Have the Government of India considered the desirability of arranging arbitration between the two Governments to accelerate the materialisation of the Bhakra Dam project?

The Honourable Dr. B. R. Ambedkar: (a) Under the constitutional position, the Punjab Government are themselves competent to sanction the scheme. The sanction of the Secretary of State or of Government of India is not required.

(b) and (e). As the Honourable Member is aware, a Commission was appointed by His Excellency the Governor-General to enquire into the dispute.

The recommendations of the Commission, together with the views of His Excellency, have been forwarded to the Secretary of State for reference to His Majesty in Council for decision. Meanwhile, further discussions have been held between representatives of the Punjab and Sind Governments and there are now reasonable prospects of an agreement being reached by the two Governments on the issues in dispute. The Secretary of State has accordingly deferred further action on the Commission's Report pending the outcome of these negotiations. For the moment the two Government have been pre-occupied with the general elections to the Provincial Legislatures, but it is hoped that an agreement will be reached soon after the elections have been completed and new Ministries have taken office in both the Provinces. I may assure the Honourable Member that both His Excellency and the Secretary of State are fully aware of the necessity of reaching an early decision on the dispute and will do everything in their power to expedite it.

(c) The Bhakra Dar canals and Hydel project has already been recommended for construction as a post-war development scheme.

(d) Full information is not readily available. It is being called for.

(f) In view of the reply given to parts (b) and (e) of the question, this question does not arise.

(b) WRITTEN ANSWERS

LEGISLATION RE HYDROGENATED OIL

402. *Pundit Thakur Das Bhargava: (a) Will the Agriculture Secretary kindly state if Government are aware that hydrogenated oil is sold throughout India as Banaspati ghee?

(b) Are Government aware that the Imperial Council of Agricultural Research are against the use of hydrogenated oil for adulteration of pure ghee?

(c) Have the Government of India ever considered the desirability of undertaking an All-India legislation in the matter or any legislation for the Centrally Administered Areas?

(d) In view of strong public feeling in the whole of India in the matter, do the Government of India now propose to take steps either to legislate themselves for the whole of India or insist upon Provincial Governments to take up legislation and other necessary effective steps as early as possible to stop this adulteration?

Sir Pheroze Kharegat: (a) As far as Government are aware, hydrogenated oils are sold under various trade names including vanaspati though in common parlance they are referred to as vegetable ghee.

(b) Government are against the adulteration of pure ghee whether with hydrogenated oils or with any other articles. The Imperial Council of Agricultural Research has also from time to time made suggestions to Provincial Governments for stopping such adulteration.

(c) and (d). The Food Department have under consideration a proposal to make the addition of sesame oil to vanaspati compulsory on the manufacturers under the Defence of India Rules; details for its enforcement are being worked out. Proposals are also under examination (i) to compel manufacturers of vanaspati to mark their containers in such a way as to make identification easy, (ii) to prohibit the sale of ghee and vanaspati from the same shop and (iii) to compel dealers to put up notices to make identification of their premises easy.

NON-RECOGNITION OF DIPLOMAS OF DELHI POLYTECHNIC

403. *Shri Mohan Lal Saksena: (a) Will the Education Secretary be pleased to state if it is a fact that the Delhi Polytechnic is based on the Abbot-Wood Report?

(b) Is it also a fact that the scheme of awarding All-India Diplomas and Certificates is similar to that of the United Kingdom? If so, is it a fact that the Diplomas and Certificates of the United Kingdom have country-wide recognition whereas in India they are not recognised even by Government?

(c) Is it a fact that no efforts were made to create an atmosphere for making the Diplomas and Certificates of all-India value?

(d) Is it a fact that the students seeking admission were given an assurance by the Principal that there was no reason why these Diplomas and Certificates would not be recognised by Government and even by industrialists?

(e) Is it a fact that out of the students who have taken Diplomas and Certificates no one has got any appointment so far? If so, what steps, if any, were taken to help them?

(f) Do Government propose to take necessary steps to accord recognition to the Diplomas and Certificates of the Polytechnic to assure the holders of the Diplomas and Certificates of the Polytechnic of a good career?

Dr. John Sargent: (a) Yes, with certain modifications. The Abbot-Wood Report advocated the establishment of a Senior Technical Institution in Delhi and most of the courses provided in the Polytechnic follow the general lines indicated in that Report. The Technical High School is a new feature.

(b) Yes. The Honourable Member is referred to the statement made by me in reply to a short notice question on the 11th February 1946. The National Diplomas and Certificates have now acquired general recognition in the United Kingdom but this was a gradual process covering a number of years.

(c) No, Sir. In the statement referred to I explained the steps which had already been taken by the All-India Boards of Studies to secure recognition throughout India for their Diplomas and Certificates. I stated at the same time what action I was myself taking in order to expedite the securing of this recognition.

(d) Yes. The Principal did give such an assurance and if, as I hope, the steps I have already mentioned are successful, it will be implemented.

(e) According to my information this is not correct. Although for the reason I gave to this House on the 11th instant no Polytechnic student is yet eligible actual'y to receive his Diploma, a number of those who have passed their examinations have been placed in satisfactory employment and efforts are being made to place the remainder. I shall be glad to give the Honourable Member information about the individual cases.

(f) Yes, steps are being taken.

PRIVATE BUSINESS BY MR. WOOD, PRINCIPAL, DELHI POLYTECHNIC

404. *Shri Mohan Lal Saksena: (a) Will the Education Secretary please state if it is a fact that the contract of Mr. W. W. Wood, the Principal of the Delhi Polytechnic expired on the 28th December 1945 and that it has been extended by Government to the 31st March, 1946?

(b) Will Government state the reasons for extending the contract and also under what circumstances he has been granted leave during the extended period?

(c) Will Government state how much leave Mr. Wood has taken during the five years, the period of his contract?

(d) Is it a fact that Mr. Wood had been allowed to run his private concern known as Messrs. W. W. Wood and Sons? If so, on what terms?

(e) Is it a fact that there were no less than twenty heads working in Mr. Wood's firm and he was himself looking after the business?

(f) What duties did Mr. Wood perform as Principal of the Polytechnic? Did he take any classes? If so, for how many periods daily?

(g) Is it a fact that the firm of Mr. Wood was located in the premises of the Polytechnic till 1945? If so, was it located with the permission of Government?

(h) Is it a fact that Mr. Wood frequently had to leave Delhi in connection with his business? If so, did he take permission of Government to do so? If not, why not?

Dr. John Sargent: (a) Mr. Wood was appointed Principal of the Delhi Polytechnic for a period of five years with effect from the 29th December 1940, under the terms of an agreement executed with him. In 1943 the terms of his contract were revised and the date of his engagement extended to 31st December 1947. Subsequently the matter was further considered and with Mr. Wood's concurrence it was decided that his contract should expire on 31st March 1946.

(b) When Government agreed to revise the terms of Mr. Wood's contract, it was felt desirable in the interest of the Polytechnic to retain his services, subject of course to the usual condition as to termination, for the normal period of 5 years from the date of the new contract. Mr. Wood has been granted leave which was admissible and due to him under the terms of his contract. He has not availed himself of all the leave to which he was entitled.

(c) During his service of 5 years, 3 months and 8 days, Mr. Wood has had leave for a total period of 7 months and 11 days including the 4 months leave granted to him from 1st December 1945 to 31st March 1946 the date of termination of his contract. The amount of leave to which he was entitled is 11 months.

(d) Yes, Sir. From the beginning of 1943 Government permitted Mr. Wood to undertake a reasonable amount of private practice subject to the following conditions, *viz.*:

(1) that he would pay to Government such rent as may be fixed by Government from time to time for the accommodation of his draughtsmen and clerks in the premises of the Delhi Polytechnic and for use in this connection of telephone and other facilities at the Polytechnic.

(2) that it would be open to Government to restrict the amount of his private practice or to withdraw the permission to undertake private practice altogether if at any time Government considered it necessary in the interests of the Delhi Polytechnic.

(3) that the provisions of Supplementary Rule 12 regarding payment to Government of a portion of the fees received by Government servants permitted to undertake private work shall not apply to his earnings from private practice. It was further agreed that Mr. Wood should supply me in confidence from time to time with information in regard to any private Commissions which he had been invited and proposed to undertake. This he has done.

(e) (i) Yes.

(ii) Mr. Wood has been in general charge of his business but he has engaged from time to time such assistance, including that of an Indian Manager, as was necessary to enable him to comply with the conditions on which permission to engage in private practice was granted.

(f) Mr. Wood created, organised and administered the whole institution including the Technical High School and the Labour Department's Technical Training Centre. The duties of the Principal comprised "the preliminary work involved in the establishment of a Technical Institute including a Technical High School, and the management of the Technical Institute when established". He was required to "possess powers of initiative and organisation and readiness to experiment, ability to control and maintain discipline among a large body of students". He was not required to take any classes, nor did he do so.

(g) Mr. Wood's firm was located on the premises of the Polytechnic until 1945 with the knowledge and consent of Government. He paid to Government rent for the premises used at rates assessed by the Central Public Works Department.

(h) Mr. Wood was out of Delhi on a number of occasions in connection with the work of the Association of Principals of Technical Institutions (India) principally in initiating and setting up the various Boards of Studies who have as their object the raising and standardising of technical education in this country. Mr. Wood received no remuneration beyond his Travelling Allowance for these services. He also visited the United Kingdom on deputation from 18th May—31st July 1945 for the purpose of helping to find places for Indian students in higher technical institutions. It is not correct that Mr. Wood was frequently absent from Delhi in connection with his business.

RE-FIXING OF BORDERS OF ASSAM

405. *Sreejut Rohini Kumar Choudhuri: (a) Will the Honourable the Leader of the House be pleased to state if any scheme is being prepared either by the Government of India or by His Excellency the Governor of Assam for the separation of the hill districts of Assam including the partially excluded areas of Khasi and Jaintia Hills, Garo Hills and Mikir Hill tracts as also the frontier hills from the Province of Assam and for the formation of a separate Province consisting of certain districts of Northern Burma, the transfrontier hills and those districts of Assam which are now in the excluded and partially excluded areas of the Province?

(b) Are Government aware that the idea of separation of the areas from Assam and their amalgamation with the transfrontier hills and Northern Burma as mentioned in (a) above is repugnant to the people of Assam living in the plains and hills?

(c) Have Government received any representation or protest from Assam against the Scheme? If so, what action has been taken thereon?

(d) In view of the objections received, do Government propose to take necessary steps for the abandonment of the Scheme?

The Honourable Sir Edward Benthall: (a) The attention of the Government of India has been drawn to certain allegations that schemes are under consideration for the separation of the Assam hill areas from India and their constitution as a separate Colony or State. There is no truth in these allegations and no such scheme is being considered. Nor is there any intention at present to create a new hill province. The creation of such a province would require Parliamentary legislation and it is most improbable that any such proposal would be considered prior to the convening of the Constituent Assembly.

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

DELAY IN REPEALING OF WAR EMERGENCY MEASURES

406. *Prof. N. G. Ranga: Will the Honourable the Leader of the House be pleased to state:

(a) when the British and U. S. A. Governments have declared the cessation of the war with Germany and Japan;

(b) by what date their war emergency measures have been repealed or dropped; and

(c) why the Government of India is taking so much longer time to do the same?

The Honourable Sir Edward Benthall: (a) and (b). Government have no information of the position in the United States of America. In the United Kingdom there was no war legislation of which the duration was expressed in terms of the present war or present hostilities, with the result that no question arose of fixing the date of termination of the same for the purposes of the duration of legislation. The Emergency Powers (Defence) Acts will be allowed to expire on the 24th February 1946, but many powers taken under these Acts are being continued in force by the Supplies and Services (Transitional Powers) Act, 1945, recently passed and by the Emergency Laws (Transitional Provisions) Bill now before Parliament. Government understand that the bulk of other war emergency legislation in the United Kingdom is still in force and that there is no immediate intention of terminating its operation.

(c) Does not arise, but I would refer the Honourable Member to my reply to questions 9 and 16, asked on the 5th February 1946.

EMPIRE TRADE CONFERENCE

407. *Prof. N. G. Ranga: Will the Honourable the Commerce Member be pleased to state:

(a) if it is a fact that the Empire Trade Conference is soon likely to be held in London; if so, in which month;

- (b) whether India has been invited to attend it;
- (c) if it is a fact that the question of imperial preference is likely to be one of the subjects to be discussed; and
- (d) what steps Government propose to take to ensure adequate representation at that conference for Indian interests of commerce, industry and agriculture?

The Honourable Dr. Sir M. Azizul Huque: (a) to (c). The Government of India understand that a meeting of Representatives of Commonwealth Governments might take place in May as a preliminary to the proposed International Trade Conference. They have no other information on this subject.

(d) This question will receive the Government of India's careful consideration if they are invited to such a meeting.

RE-ENTERING OF INHABITANTS IN BRITISH RESERVE, MANIPUR

408. *Sreejut Rohini Kumar Choudhuri: Will the Honourable the Leader of the House be pleased to state:

(a) if it is a fact that some British Indian subjects who had acquired land and other properties, built houses and had been carrying on business for many years (and in some cases about seventy years) in the British Reserves, in Manipur, and had temporarily left the place due to air raids in 1942, have been prohibited from re-entering into their homes in the said reserves;

(b) if it is a fact that the *pattas* of their land have been cancelled; if so, the reasons for such cancellation;

(c) if it is a fact that these people have not been given back their movable properties and cash which these people left behind at the time of their departure;

(d) the present condition of the buildings, mills and cinema houses belonging to these evacuees, and the persons who are in occupation thereof now and under what condition;

(e) if it is a fact that Indian evacuees from Burma have now been allowed to return to their homes in Burma, and that the possession of their properties has been restored to them; and

(f) whether Government now propose to allow the inhabitants of the British Reserves in Manipur to return to their residence to live and carry on their business as before?

The Honourable Sir Edward Benthall: The British Reserve in Manipur, though part of the Manipur State, is an Administered Area over which jurisdiction is being exercised on behalf of the Crown Representative by His Excellency the Governor of Assam and his officers. The information desired by the Honourable Member is being collected and I will lay it on the table of the House as soon as it is available.

PUBLIC HEALTH OFFICER, DELHI PROVINCE

409. *Sjt. N. V. Gadgil: (a) Will the Health Secretary please state whether it is a fact that Lt.-Col. A. N. Chopra, I.M.S., was appointed a special officer by the Government of India to prepare plans with regard to post-war development of health services in the Delhi Province? If so, what are the academic qualifications of Col. Chopra, and what appointment did he hold at the time he was asked to undertake the special enquiry?

(b) Is it a fact that Lt.-Col. D. M. Fraser, I.M.S., has been appointed Director, Health Services, Delhi Province? If so, will Government state the academic qualifications of Colonel Fraser and also his public health qualifications?

(c) Is it a fact that Public Health Officer is required to have a diploma in public health in addition to having the minimum registrable medical qualification?

Mr. S. H. Y. Oulsnam: (a) The answer to the first part of the question is in the affirmative.

Lt.-Col. Chopra was at the time Director of Health and Inspector General of Prisons, Orissa. His academic qualifications are M.B.B.S. (Pb.), D.T.M. (Liv.), D.P.H. (Eng.).

(b) Lt.-Col. D. M. Fraser, I.M.S., has been appointed Director of Health Services, Delhi Province. His academic qualifications are M.B., Ch.B. (Glasg.), D.M.R.E. (Camb). As regards his Public Health experience, he was in charge of the combined medical relief and hygiene military organisation which operated in Bengal in 1943 and 1944.

(c) A Public Health Officer is usually required to possess a Diploma in Public Health.

PURCHASE OF WESTERN AND EASTERN HOUSE BY GOVERNMENT OF INDIA

410. *Mr. Sasanka Sekhar Sanyal: (a) Will the Honourable the Labour Member be pleased to state whether the attention of Government has been drawn to the Newspaper report which appeared on the front page of the *Hindustan Times* (Delhi edition) of the 4th February, 1946, under the caption "Stop the Loot" saying that the British Government are putting pressure upon the Government of India to purchase the buildings at New Delhi known as the Western House and the Eastern House which were built by the former at a cost of Rs. 25 lakhs to be pulled down at the end of the war?

(b) How does the matter actually stand?

The Honourable Dr. B. R. Ambedkar: (a) Yes.

(b) I would refer the Honourable Member to my answer to the Honourable Mr. Venkatasubba Reddiar's short notice question No. 28, of the 8th February 1946.

UNSTARRED QUESTION AND ANSWER.

EXTENSION IN SERVICE TO C. P. W. D. OFFICERS.

44. Shri Sri Prakasa: Will the Honourable the Labour Member please state:

(a) the number of persons, who have retired from, but have been re-employed in the services of the Central Public Works Department as Superintending, Executive and Assistant Engineers, respectively, since 1939;

(b) the number of those persons who have been given extensions to their original terms together with the instalments of each term of extension;

(c) if it is a fact that the Finance Department of the Central Government has expressed itself against the grant of extensions to the original term; if so, the reasons for any action in this behalf against the instructions of the Finance Department;

(d) if such extensions interfere with the recruitment of new hands and the advancement of young officers; if so, whether any provision is made to compensate those whose prospects are blocked; and

(e) if Government propose to take any action in the matter of the termination of such extensions and bettering the prospects of younger officers?

The Honourable Dr. B. R. Ambedkar: (a) Three.

(b) Since 1939, extension of service under Fundamental Rule 56 was granted in three cases, the periods of extension being 6 months, 8 days and 1 month respectively.

(c) The answer to the first part of the question is in the negative; the second part does not arise.

(d) and (e). No.

MOTION FOR ADJOURNMENT

RIOTING IN BOMBAY BY NAVAL RATINGS

Mr. President: I have received notice of an adjournment motion from Dr. J. C. Chatterjee who wishes to discuss a definite matter of urgent public importance, namely, 'Rioting in Bombay by Naval Ratings'.

Will the Honourable Member please explain what he means by this motion? What is it that he is going to discuss? Obviously it is not the rioting that is going to be discussed but something connected with the Government.

Lt.-Col. Dr. J. C. Chatterjee (Nominated: Non-Official): I respectfully submit that it is not my intention to discuss the question of strikes, although it appears that certain people have struck in the Navy. I take to heart the advice you gave to this House before that it does not help the settlement of strikes if we discuss them at a stage when negotiations are going on. I must respectfully and with a full sense of responsibility wish to draw your attention to the fact that I desire to focus public attention on a matter which appears to me of the gravest public interest, namely, the out break of indiscipline in the armed forces of the Crown. Sir, my information is confined to what I read under banner headlines in the 'Statesman' of today which describes the event—under the Caption Naval Ratings Riot in Bombay. It goes on to say that not less than three thousand ratings ran amuck into the city of Bombay in which, I hope, you are interested and there they committed the most serious offence of burning His Majesty's mails. His Majesty's Mails are one of the most sacred possessions of the domains and dominions of His Majesty and if His Majesty's Forces indulge in burning His Majesty's mails, it is an indication of the grave menace which confronts the country, if action is not taken against such happenings.

Then I find that Naval Ratings went on and seized lorries and drove them with such recklessness that they caused accidents. They ordered shop keepers to close down. They molested passengers

Seth Yusuf Abdoola Haroon (Sind: Muhammadan Rural): On a point of order. Is the Honourable Member making a speech?

Mr. President: He is trying to impress on my mind the importance of the subject.

Lt.-Col. Dr. J. C. Chatterjee: I hope I shall succeed.

Then they made passengers alight from public vehicles finally, in the main traffic centre of the biggest city of India they stopped all traffic.

I am not in the habit of moving adjournment motions. I am fully sensible of the fact that I hold a Commission in His Majesty's Armed Forces which I am proud of. I am therefore proud of the honour, the discipline and the proper management of the armed forces of the Crown. I think no country can lightly pass over outbreaks of indiscipline running to such magnitude by the armed forces of the Crown and I submit with great respect that this matter requires immediate inquiry with a view to prevent a recurrence of this grave menace to this country. Somehow or other indiscipline in the army must be put down with a firm hand and an inquiry should be made by those responsible as to what the reasons are for such strikes in the armed forces of the Crown. Sir these are incidents which fill my mind with grave concern.

Mr. P. Mason (Government of India: Nominated Official): I share the feeling of the Honourable Mover as to the urgency and the seriousness of this question. I view it with very grave concern which, I am sure, is shared by everyone in all sections of the House but I am rather doubtful about the value of discussing it in the form of an adjournment motion. In the first place, I have, at present, very little more information than is obtainable from the newspapers and the information I have got has been coming on the telephone from Bombay and is somewhat cryptic and in some cases garbled.

I also very much doubt whether even apart from the fact that I have little information a public discussion would at this stage be of great value. I have

[Mr. P. Mason]

also received a short notice question which I shall be glad to accept. It has been suggested that I should give an answer on the 25th February, that is, Monday next. By that time I think I shall have information and I hope that the situation will have cleared up a good deal and I would suggest that if the House agrees, we should not discuss this in the form of an adjournment motion but that the House should wait till Monday when I will give a very full reply to the Short Notice Question.

Lt.-Col. Dr. J. O. Chatterjee: In view of the fact that the Honourable Member feels that he has no information to give now and he gives an assurance that he will make inquiries and make a full reply on Monday, I do not press my motion.

Mr. President: Then we need not consider the adjournment motion now.

ELECTION OF MEMBERS TO COURT OF DELHI UNIVERSITY.

Mr. President: I have to inform the Assembly that upto 12 Noon on Monday the 18th February, 1946 the time fixed for receiving nominations for the Court of the University of Delhi nine nominations were received. Subsequently one member withdrew his candidature. As the number of remaining candidates is equal to the number of vacancies, I declare the following members to be duly elected to the Court:—

(1) Mr. C. P. Lawson, (2) Sri Jagannathdas, (3) Babu Ram Narayan Singh, (4) Pundit Thakur Das Bhargava, (5) Sardar Mangal Singh, (6) Nawabzada Liaquat Ali Khan, (7) Sir Mohammad Yamin Khan, and (8) Syed Ghulam Bhik Nairang.

ELECTION OF MEMBERS TO STANDING COMMITTEE FOR EDUCATION DEPARTMENT.

Mr. President: I have also to inform the Assembly that upto 12 Noon on Monday the 18th February, 1946, the time fixed for receiving nominations for the Standing Committee for the Department of Education, twelve nominations were received. Subsequently two members withdrew their candidature. As the number of remaining candidates is equal to the number of vacancies, I declare the following Members to be duly elected to the Committee during the period comprising the unexpired portion of the current Financial year and the whole of the next Financial year:

(1) Lt.-Col. Dr. J. C. Chatterjee, (2) Mr. Frank R. Anthony, (3) Raja Sir Saiyid Ahmad Ali Khan Alvi, (4) Sjt. Rohini Kumar Choudhuri, (5) Sri Bhagirathi Mahapatra, (6) Pandit Govind Malaviva, (7) Shrimati Ammu Swaminadhan, (8) Dr. G. V. Deshmukh, (9) Dr. Sir Zia Uddin Ahmad, and (10) Syed Ghulam Bhik Nairang.

INSTRUMENT FOR THE AMENDMENT OF THE CONSTITUTION OF THE INTERNATIONAL LABOUR ORGANISATION

The Honourable Dr. B. R. Ambedkar (Labour Member): Sir, I lay on the table a copy of the Instrument for the amendment of the constitution of the International Labour Organisation adopted by the conference at its twenty-seventh session at Paris on the 5th November, 1945 together with a statement of the action proposed to be taken thereon.

INSTRUMENT FOR THE AMENDMENT OF THE CONSTITUTION OF THE INTERNATIONAL LABOUR ORGANISATION.

(Adopted by the Conference at its Twenty-Seventh Session, Paris, 5 November 1945)

The Constitution of the International Labour Organisation Instrument of Amendment, 1945, here reprinted, was adopted by the General Conference of the International Labour Organisation on 5th November 1945 in the course of its Twenty-seventh Session held at Paris, from 15th October to 5th November 1945.

The text of the instrument of amendment as here presented is a true copy of the text authenticated by the signatures of the President of the Conference and of the Acting Director of the International Labour Office in accordance with the provisions of Article 5 thereof.

Certified true copy,

for the Acting Director of the International Labour Office :

Legal Adviser of the International Labour Office.

INTERNATIONAL LABOUR CONFERENCE.

INSTRUMENT FOR THE AMENDMENT OF THE CONSTITUTION OF THE INTERNATIONAL LABOUR ORGANISATION.

The General Conference of the International Labour Organisation,

Having been convened at Paris by the Governing Body of the International Labour Office, and having met in its Twenty-seventh Session on 15th October 1945; and

Having decided upon the adoption without delay of a limited number of amendments to the Constitution of the International Labour Organisation designed to deal with problems of immediate urgency, which are included in the fourth item on the agenda of the Session, adopts this fifth day of November of the year 1945, the following instrument embodying amendments to the Constitution of the International Labour Organisation, which may be cited as the Constitution of the International Labour Organisation Instrument of Amendment, 1945 :

Article 1

In the final paragraph of the Preamble to the Constitution of the Organisation, the words "Constitution of the International Labour Organisation", shall be inserted after the word "following".

Article 2

1. The following paragraphs shall be substituted for the present paragraph 2 of Article I of the Constitution of the Organisation :

2. The Members of the International Labour Organisation shall be the States which were Members of the Organisation on 1st November 1945, and such other States as may become Members in pursuance of the provisions of paragraphs 3 and 4 of this Article.

3. Any original Member of the United Nations and any State admitted to membership of the United Nations by a decision of the General Assembly in accordance with the provisions of the Charter may become a Member of the International Labour Organisation by communicating to the Director of the International Labour Office its formal acceptance of the obligations of the Constitution of the International Labour Organisation.

4. The General Conference of the International Labour Organisation may also admit Members to the Organisation by a vote concurred in by two-thirds of the delegates attending the Session, including two-thirds of the Government delegates present and voting. Such admission shall take effect on the communication to the Director of the International Labour Office by the Government of the new Member of its formal acceptance of the obligations of the Constitution of the Organisation.

5. No Member of the International Labour Organisation may withdraw from the Organisation without giving notice of its intention so to do to the Director of the International Labour Office. Such notice shall take effect two years after the date of its reception by the Director, subject to the Member having at that time fulfilled all financial obligations arising out of its membership. When a Member has ratified any International Labour Convention, such withdrawal shall not affect the continued validity for the period provided for in the Convention of all obligations arising thereunder or relating thereto.

6. In the event of any State having ceased to be a Member of the Organisation, its re-admission to membership shall be governed by the provisions of paragraph 3 or paragraph 4 of this Article as the case may be.

Article 3

The following shall be substituted for the present text of Article 13 of the Constitution of the Organisation :

1. The International Labour Organisation may make such financial and budgetary arrangements with the United Nations as may appear appropriate.

2. Pending the conclusion of such arrangements or if at any time no such arrangements are in force :

(a) each of the Members will pay the travelling and subsistence expenses of its Delegates and their advisers and of its Representatives attending the meetings of the Conference or the Governing Body, as the case may be;

(b) all the other expenses of the International Labour Office and of the meetings of the Conference or Governing Body shall be paid by the Director of the International Labour Office out of the general funds of the International Labour Organisation;

(c) the arrangements for the approval, allocation and collection of the budget of the International Labour Organisation shall be determined by the Conference by a two-thirds majority of the votes cast by the delegates present, and shall provide for the approval of the budget and of the arrangements for the allocation of expenses among the Members of the Organisation by a committee of Government representatives.

3. The expenses of the International Labour Organisation shall be borne by the Members in accordance with the arrangements in force in virtue of paragraph 1 or paragraph 2 (c) of this Article.

4. A Member of the Organisation which is in arrears in the payment of its financial contribution to the Organisation shall have no vote in the Conference, in the Governing Body, in any Committee, or in the elections of members of the Governing Body, if the amount of its arrears equals or exceeds the amount of the contributions due from it for the preceding two full years. The Conference may, nevertheless, permit such a Member to vote if it is satisfied that the failure to pay is due to conditions beyond the control of the Member.

5. The Director of the International Labour Office shall be responsible to the Governing Body for the proper expenditure of the funds of the International Labour Organisation.

Article 4.

The following shall be substituted for the present text of Article 36 of the Constitution of the Organisation :—

Amendments to this Constitution which are adopted by the Conference by a majority of two-thirds of the votes cast by the delegates present shall take effect when ratified or accepted by two-thirds of the Members of the Organisation including five of the eight Members which are represented on the Governing Body as Members of chief industrial importance in accordance with the provisions of paragraph 3 of Article 7 of this Constitution.

Article 5

Three copies of this instrument of amendment shall be authenticated by the signature of the President of the Conference and of the Director of the International Labour Office. Of these copies one shall be deposited in the archives of the International Labour Office, one with the Secretary-General of the League of Nations, and one with the Secretary-General of the United Nations. The Director will communicate a certified copy of the instrument to each of the Members of the International Labour Organisation.

Article 6

1. The formal ratifications or acceptances of this instrument of amendment shall be communicated to the Director of the International Labour Office, who shall notify the Members of the Organisation of the receipt thereof.

2. This instrument of amendment will come into force in accordance with the existing provisions of Article 36 of the Constitution of the International Labour Organisation. If the Council of the League of Nations should cease to exist before this instrument has come into force, it shall come into force on ratification or acceptance by three-quarters of the Members of the Organisation.

3. On the coming into force of this instrument, the amendments set forth herein shall take effect as amendments to the Constitution of the International Labour Organisation.

4. On the coming into force of this instrument the Director of the International Labour Office shall so notify all the Members of the International Labour Organisation, the Secretary-General of the United Nations, and all the States having signed the Charter of the United Nations.

The foregoing is the authentic text of the Constitution of the International Labour Organisation Instrument of Amendment, 1945, duly adopted by the General Conference of the International Labour Organisation on the fifth day of November 1945 in the course of its Twenty-seventh Session which was held at Paris.

The English and French versions of the text of this instrument of amendment are equally authoritative.

IN FAITH WHEREOF we have appended our signatures this seventh day of November 1945.

The President of the Conference.

A. PARODI.

The Acting Director of the International Labour Office.

EDWARD J. PHELAN.

The statement below shows (a) the amendments proposed in the Draft Instrument for amending the Constitution of the International Labour Organisation adopted at the Conference at its twenty-seventh session at Paris on the 5th November 1945, and (b) the action which the Government of India proposes to take

Action proposed to be taken by Government of India.

Text after the proposed amendment
(In italics)

Original text

Preamble—Final paragraph.

The HIGH CONTRACTING PARTIES, moved by sentiments of justice and humanity as well as by the desire to secure the permanent peace of the world, agree to the following:—

Article 1.—(Paragraph 2).

2. The original Members of the League of Nations shall be the original Members of this organisation, and hereafter membership of the League of Nations shall carry with it membership of the said organisation.

Preamble—Final paragraph.

The HIGH CONTRACTING PARTIES, moved by sentiments of justice and humanity as well as by the desire to secure the permanent peace of the world, agree to the following *Constitution of the International Labour Organisation*:

2. The Members of the International Labour Organisation shall be the States which were Members of the Organisation on 1st November 1945, and such other States as may become Members in pursuance of the provisions of paragraphs 3 and 4 of this Article.

3. Any original Member of the United Nations and any State admitted to membership of the United Nations by a decision of the General Assembly in accordance with the provisions of the Charter may become a Member of the International Labour Organisation by communicating to the Director of the International Labour Office its formal acceptance of the obligations of the Constitution of the International Labour Organisation.

4. The General Conference of the International Labour Organisation may also admit Members to the Organisation by a vote concurred in by two-thirds of the delegates attending the Session, including two-thirds of the Government delegates present and voting. Such admission shall take effect on the communication to the Director of the International Labour Office by the Government of the new Member of its formal acceptance of the obligations of the Constitution of the Organisation.

5. No Member of the International Labour Organisation may withdraw from the Organisation without giving notice of its intention to do to the Director of the International Labour Office. Such notice shall take effect two years after the date of its reception by the Director, subject to the Member having at that time fulfilled all financial obligations arising

To be ratified.

*Text after the proposed amendment.
(In italics.)*

*Action proposed to be
taken by Govern-
ment of India.*

Original text

out of its membership. When a Member has ratified any International Labour Convention, such withdrawal shall not affect the continued validity for the period provided for in the Convention of all obligations arising thereunder or relating thereto.

6. In the event of any State having ceased to be a Member of the Organisation, its re-admission to membership shall be governed by the provisions of paragraph 3 or paragraph 4 of this Article as the case may be.

Article 13—

The International Labour Organisation may make such financial and budgetary arrangements with the United Nations as may appear appropriate.

2. Pending the conclusion of such arrangements or if at any time no such arrangements are in force:

(a) each of the Members will pay the travelling and subsistence expenses of its Delegates and their advisers and of its Representatives attending the meetings of the Conference or the Governing Body, as the case may be;

(b) all the other expenses of the International Labour Office and of the meetings of the Conference or Governing Body shall be paid by the Director of the International Labour Office out of the general funds of the International Labour Organisation;

(c) the arrangements for the approval, allocation and collection of the budget of the International Labour Organisation shall be determined by the Conference by a two-thirds majority of the votes cast by the delegates present, and shall provide for the approval of the budget and of the arrangements for the allocation of expenses among the Members of the Organisation by a committee of Government representatives.

Article 13—

1. Each of the Members will pay the travelling and subsistence expenses of its Delegates and their advisers and of its Representatives attending the meetings of the Conference or Governing Body, as the case may be.

2. All the other expenses of the International Labour Office and of the meetings of the Conference or Governing Body shall be paid to the Director by the Secretary-General of the League of Nations out of the general funds of the League.

3. The Director shall be responsible to the Secretary-General of the League for the proper expenditure of all moneys paid to him in pursuance of this Article.

To be ratified.

3. The expenses of the International Labour Organisation shall be borne by the Members in accordance with the arrangements in force in virtue of paragraph 1 or paragraph 2 (c) of this Article.

4. A Member of the Organisation which is in arrears in the payment of its financial contribution to the Organisation shall have no vote in the Conference, in the Governing Body, in any Committee, or in the elections of members of the Governing Body, if the amount of its arrears equals or exceeds the amount of the contributions due from it for the preceding two full years. The Conference may, nevertheless, permit such a Member to vote if it is satisfied that the failure to pay is due to conditions beyond the control of the Member.

5. The Director of the International Labour Office shall be responsible to the Governing Body for the proper expenditure of the funds of the International Labour Organisation.

Article 36.—Amendments to this Constitution which are adopted by the Conference by a majority of two-thirds of the votes cast by the delegates present shall take effect when ratified or accepted by two thirds of the Members of the Organisation including five of the eight Members which are represented on the Governing Body as Members of chief industrial importance in accordance with the provisions of paragraph 3 of Article 7 of this Constitution.

Article 36.—Amendments to this part of the present Treaty which are adopted by the Conference by a majority of two-thirds of the votes cast by the Delegates present shall take effect when ratified by the States whose Representatives compose the Council of the League of Nations and by three-fourths of the Members.

To be ratified.

THE RAILWAY BUDGET—GENERAL DISCUSSION.

FIRST STAGE.

Mr. President: Before the General discussion on the Railway Budget commences, I have to announce to the House the time limit which I propose to fix under Rule 46. Before I finally say that I fix such and such a time limit, I would like to have the views of the House in the matter. I propose to fix a time limit of 15 minutes to an Honourable Member, but this would be a strict time limit as we have in the case of Adjournment Motions. I do not propose to reserve to myself the liberty of extending it. Of course, the speeches can also be of less than 15 minutes duration.

Mr. M. Asaf Ali (Delhi: General): Let us hope so.

Mr. President: The Honourable Member for Railways who will reply will be given 45 minutes or more, if he does so want.

Sri M. Ananthasayanam Ayyangar (Madras Ceded Districts and Chittoor: Non-Muhammadan Rural): I submit that the spokesman of each of the Parties may be allowed 20 minutes.

Mr. President: Shall I assume that the first speaker who catches the eye of the Chair is the spokesman of each Party?

Lt.-Col. Dr. J. C. Chatterjee (Nominated: Non-official): What happens to Honourable Members who do not belong to any Party?

Shri Mohan Lal Saksena (Lucknow Division: Non-Muhammadan Rural): They must join some Party.

Mr. M. Asaf Ali: Or they must clear out.

Mr. President: It is only a question of very few minutes. We need not take up much time over this. There are two Parties and a Group, and if one spokesman of each of these Parties and Group gets five minutes more, it is only a question of 15 minutes in addition.

Prof. N. G. Ranga (Guntur cum Nellore: Non-Muhammadan Rural): The principal speaker should be given 20 minutes.

Mr. President: Even conceding the request for five minutes more to the spokesman of the Parties, it is only an addition of 15 minutes in all. That was with reference to the point raised by Dr. Chatterjee.

Prof. N. G. Ranga: May I make one submission? Formerly, there used to be only one speak for Labour and that was Mr. Joshi, a nominated Member and he was given specific labour motion and he was allowed as much time as the principal speaker of recognised Parties. I hope a similar arrangement will be arrived at in this discussion also.

Mr. President: Let us see how the situation develops and what time there is at our disposal. That means that the House wants that I should reserve to myself the liberty of assuming that a particular Member should be given five minutes more as the spokesman, so far as his own person or the Party is concerned. In other words, 15 minutes for each individual Member and 20 minutes for the spokesman of the Party who will be the first person to catch the eye of the Chair.

Sir Mohammad Yamin Khan (Agra Division: Muhammadan Rural): The spokesman himself will get up and say he is the chief speaker of the Party.

Mr. President: It may be left to the Party to settle who is to be the spokesman.

Sir Mohammad Yamin Khan: I think it should be settled that the spokesman should first get up and no other Member of the Party should first get up.

Lt.-Col. Dr. J. C. Chatterjee: The general practice in the House has always been to allot the first day to back benchers, and for the big guns to roar on the second day.

Mr. President: The difficulty is there is only one day allotted for the general discussion of the Railway Budget, and the big guns will have no time to get into action. However, we will now start with the general discussion.

Sri M. Ananthasayanam Ayyangar: Sir, I am a small gun and as far as possible, I propose to limit my speech to 15 minutes, but if I exceed, you will take it that I am the spokesman of my Party. Sir, I expected this year that the Honourable Member for Railways would have announced that this would be his last Budget. His Lieutenant said so in the other House that he was moving his last Budget. But my Honourable friend may say that his lieutenant is a superannuated servant.

The Honourable Sir Edward Benthall (Member for Railways and War Transport): I did say so.

Sri M. Ananthasayanam Ayyangar: I am very glad he announced this. I must apologise for my error. I did not hear him properly. I am sure the Honourable Member in his magnanimity would have said so. I was really wondering how a person of his nature did not say so. I am doubly glad to hear that he did say so. His lieutenant being a superannuated man had to say so in the other House, that this was his last Budget speech. My Honourable friend the Railway Member was not a Government servant and I want him to do something more. He came from the European Group.

The Honourable Sir Edward Benthall: No, Sir

The Honourable Sir Archibald Rowlands (Finance Member): Your facts are all wrong.

Sri M. Ananthasayanam Ayyangar: Did not the Railway Member belong to the European Group at one time.

The Honourable Sir Edward Benthall: No.

Sri M. Ananthasayanam Ayyangar: Well, Sir, I have read of a story in the Puranas about *Trisanku* who did not belong to this earth nor did he belong to heaven. If my Honourable friend the Railway Member was not a Government servant previously and if he does not belong to the European Group, wherefrom did he come? Did he drop down from heavens? I know the interest of these two groups, the non-official Europeans and the Government are identical. They are both brothers in interest. They sit side by side. That is all I know. What I expect of them is to implement what he said. He said that this would be his last Budget and it ought not to be that he simply changes places with Mr. Griffiths and Mr. Griffiths comes in his place. It may not be Mr. Griffiths, it may be some other European gentleman who will drop from England. I do want him to implement the assurance that an Indian will hold this portfolio next. Yesterday the Prime Minister of England announced that he would be sending three Members of the British Cabinet—Lord Pethick Lawrence, Secretary of State for India, Sir Stafford Cripps, President of the Board of Trade and Mr. Albert Alexander, First Lord of the Admiralty. I wish these gentlemen all success. Before they proceed with their business, I do want them to announce that within a year or within a shorter period, India will be free. So far as the internal management is concerned, a Constituent Assembly will be brought into existence to decide as to what form of constitution should be framed for India.

Mr. Abdur Rahman Siddiqi (Calcutta and Suburbs: Muhammadan Urban): Talk of railways.

Sri M. Ananthasayanam Ayyangar: I am coming to Railways. My Honourable friend evidently forgets that as the head is the principal portion of the body and if the head functions well, then other portions of the body will automatically remain fit. Likewise, if the Government is transferred to Indians the railways will get automatically transferred to us. Because the top offices are in the hands of Europeans, so railways are still in their hands. I hope my

[Sri M. Ananthasayanam Ayyangar.]

Honourable friend has got as sound and big a heart as his stature is and I hope this will be really his last Budget. Last year, he asked us to be proud of railways because they are our assets, the railways belong to India cent per cent and that they are operated 99½ per cent by Indians. Last year, he told us that only ½ per cent are Europeans and that share also would be handed over to us soon. I am sure, if it were completely in his own hands, he would have done so. What is the situation now? Is there a single Indian Member on the Railway Board? How can we solve this problem of top-heavy administration if Railway Board is not Indianised? Why is it not possible to Indianise the Railway Board completely? Is there a single Indian General Manager on any Railway? Of course, my Honourable friend or his lieutenants behind him would jump up and say, there is a single Indian General Manager. But he is a superannuated officer. Barring that single case, is there any other Indian General Manager? Every Chief Engineer is a European, all heads of Departments are Europeans. Persons in charge of workshops are Europeans, the head is European, the nerve centre is European, and as I said last year, possibly the extremities are Indians. Am I to be proud of such a state of affairs? The centre and the extremities are linked in this administration and unless the Centre is changed, the extremities also will not get changed. My Honourable friend seems like asking me to run the wagon without coupling it to the engine. Unless the engine draws the wagon, it will not move. They are all so intimately connected with each other. Therefore, my first and foremost duty to this House and to my constituency is to see that the management of railways is handed over to Indian hands as early as possible. That is the relevancy of my remarks till now.

Let me now turn to the railway administration during the past year. I am not at all satisfied with the fact that we have still to look to the Europeans for carrying on the administration of this railway asset which belongs to us. The entire continent of India belongs to us. God has given us this country. It is being ruled by the white man. That is the asset of which I am to be proud, as also to be ruled by him and to be managed by him—it is a disgrace. If I ask you to quit tomorrow and even if there should be a declaration that you will quit or the entire administration should be given to us, I will have to be helpless and will stand before European gentlemen here asking them to manage our assets. That is the training that you have given us. Have you not been able to find one single Indian to be in charge of the administration of railways as General Manager? And no one has been found who is competent enough to fill a place in the Railway Board; that is the position. Hereafter what will happen is that even though Government hand over the administration to us there will be a white European at every important post to see that we do not interfere. The property may be mine but the enjoyment is theirs.

Now let me come to this Budget. I find that my Honourable friend has become war-weary. The Budget shows traces of weariness. There is neither policy nor programme in this Budget. I want not only Indianisation of personnel, I want Indianisation of machinery also. All important machinery is today imported, and not today only but it has been so for some generations. My grandson also will have the pleasure of riding in a train drawn by an English or an American steam engine. For long years to come this country will not be able to manufacture its own engines. I expected a fuller report from the Honourable Member as to what progress is being made with respect to the manufacture of locomotives in this country. Kanchrapara was discovered after 150 years of British rule in this country as a fit place for putting up a manufactory. What further steps have been taken? In the speech* of the Honourable Member covering 20 pages, one line has been devoted to Kachrapara. Have estimates been prepared? Have experts been brought in? How many years will it take before the first engine is manufactured here? What

is the approximate cost? What is the average number of steam engines that we want in this country? What is the capacity of this Kanchnrapara? The entire thing is in darkness; we know nothing about it. And, therefore, though the three estimable gentlemen who are coming from England should immediately tell us to take charge of this administration from tomorrow and India is free, I will have to fall at the feet of my Honourable friend and request him to continue here so that for some years to come we may have engines from his hands. Is that a proper state of affairs? Is that the kind of management of which I should be proud?

Then, Sir, during the war a number of these factories have been turned over to the production of war materials. So they will hereafter either have to be closed or switched on to peace-time jobs. The Honourable Member's speech contains no assurance—and we want that assurance—that with respect to other smaller needs and for every single item of manufacture we will be self-sufficient and will not have to go to foreign countries. That is one way in which the thousands of employees who have been employed during the war and who will have to go back helpless may be re-employed in this country. I am obliged to my Honourable friend for having stated to us that he does not want to indiscriminately send away the labour employed during the war. Though the labour force has increased by some lakhs he has disbanded only eight thousand now and he proposes to disband only some thousands more. I am obliged to him; but it should not be at the cost of efficiency. There may be too many men in a particular job and money may be wasted on them. But if you give them skilled employment, make them skilled workers, start further industries in this country and employ these men on these industries, it will not be a wastage. But if, on the other hand, you make a gift of my money—the third class passengers' money—and then feed a number of people without any employment, I say that is not the way to tackle this problem. My Honourable friend, Mr. Guruswami, will not be satisfied with this kind of subsidy to labour. He would like these labourers to work heart and soul for this country, work with the greatest enthusiasm and earn their living instead of depending on bounties. That is so far as the Indianisation of machinery is concerned.

Let me now come to the operative portion of this. The war has exhausted the nerves of many people. I am sure the Honourable the Railway Member must have suffered too and has grown older during these five years of war. He might naturally expect some relaxation and younger people more interested in this country will certainly take charge. But in the meanwhile has he suggested any modes of economy? The first requisite for running and operation is coal. Was it not open to him to have acquired a number of coalfields wherefrom coal could be extracted and the railway administration could be self-sufficient in coal? I find that 26 million tons of coal are produced in the various collieries of this country and 14 million tons per year were produced in 1944-45 in the Indian States,—that is about 40 million tons in all. Our railway needs are of the order of 9 million tons a year, whereas from our own railway collieries we produce 2½ million tons, leaving us a deficit of 6½ million tons of coal every year. So a number of other collieries could have been purchased and worked. There is no programme whatever. My Honourable friend refers to it and says that for want of coal a number of things have to be sent along the sea route. Is there any programme about taking charge of coastal shipping also? I thought there would be a general programme, in the same way as he evolved a programme last year about controlling road transport for the purpose of co-ordination on one side and better services on the other. There was a rate war some time ago among the coastal ships themselves and between the railway companies and coastal ships. It is much cheaper for goods to be carried from Bombay to Calcutta along the sea rather than by rail.

The Honourable Sir Edward Benthall Not now.

Sri M. Ananthasayanam Ayyangar: I am glad to have that information. Possibly the Calcutta merchants of the class to which my Honourable friend belongs may have impressed upon him that the difference should be removed. But there are other merchants struggling in this country and there are 20,000-odd railway goods rates which have not been settled. It is no good saying there are a number of problems. Every one of us—though we have no departmental experience—knows that these problems are there. What has my Honourable friend contributed to the solution of these problems during the year? This is an administration report that he has placed before us giving us an idea of what he did last year and what he proposes to do next year. Possibly he thinks that it is no longer his business to take charge of this administration and, therefore, he has not suggested ways and means. I expected a more radical programme.

Mr. President: The Honourable Member may remember his time limit. There is hardly a minute more.

Sri M. Ananthasayanam Ayyangar: May I have five minutes.

Mr. President: I have no objection, but according to the arrangement arrived at, if he takes even one minute more he will be treated as the spokesman of the Party.

Sri M. Ananthasayanam Ayyangar: I do not mind. With the permission of my Leader I will speak for another five minutes.

Now I will proceed to the other matters. I only took coal as an instance to show that with the purchase of some collieries we could make the railway administration self-sufficient.

There are some other matters also in which economy could be achieved, without much of inconvenience to the labour employed. The amalgamation of various systems of administration and their regrouping was expected a long time ago, but it has still to come. Though amalgamation has been talked of it has not yet been done, and we are in the same old stage when the companies managed these administrations and railways.

I do not want to talk about retrenchment now because we are not settled as to how retrenchment will affect the railways and how many hundreds and thousands of men will be thrown out of employment. Sir, more than as a business concern, now that this asset belongs to this country, I am anxious about its service aspect rather than as a commercial concern. I would say that, left to myself, the taxpayer in this country ought not to expect a single pie from the railway administration for the purpose of the general revenues. I am opposed to it. There is no doubt that there is a debt of 800 crores for this asset but for that debt interest is paid from the revenues. More than that why should we expect a pie? The general taxpayer need not take anything at the cost of the third class passenger and at the cost of the various amenities. But the general taxpayer is taking five crores. Let that be stopped; let this be a perfectly useful service and let not labour be withdrawn.

As regards catering, so far as amenities are concerned there must be a definite programme as to how you can improve the amenities at the stations. Yesterday during question time we referred to soda water. Soda water is not the only thing. Refreshments should be available throughout the railway system. On the M. S. M. Railway and South Indian Railway they have got their own catering arrangements. I have been suggesting in season and out of season that catering must be taken over by the Railway Department. That should be done during the course of this year.

Then, Sir, I come to the last point: Rail-road co-ordination. Rail-road co-ordination was not well meant. My feeling is that it is a halfhearted measure. Roads belong to the Provinces and they have ample sources of revenue. In due course we are going to have provincial autonomy, so don't take away that good source of income from the Provinces. If you want to avoid unfair and

undue competition, enter into arrangements with the Provinces. Let the Provinces take over the running of buses. If the Provinces have not got the funds, let the Central Government take it up, but what the Honourable Member is doing is wrong—he wants companies to manage this. He belongs to the old school; he forgets that in his own country there is a change from the capitalistic system to the socialist regime. He persists in the old mentality that only a private company can manage and not the State. I think the State should be able to do this much better because profit is not its motive. I am not in agreement with the rail-road programme in the way in which he is tackling it; he is giving away the management to private companies who will come there to loot the public.

Lastly, as regards accounting, I find even to this day we have got a load of 900 crores of debt over the Railways. There is a load of debt; the assets are nil.

My Honourable friend promised four years ago to enquire as to what our assets are. There is no account. I will be surprised if my Honourable friend can show what is the present value of our assets. If I say it is *nil* or *minus*, my Honourable friend has no authority to challenge. That is the way in which it has been managed. A committee was appointed but it was not given sufficient material.

Under those circumstances, I respectfully submit that the management of Railways last year was not good and that the Honourable Member has placed before us an insipid Budget with no policy and no programme. Possibly, it is so because my Honourable friend is thinking of retirement—I do not want to say anything at present; if he is retiring then I will eulogize him and I will wait for that opportunity. Till then I have only to say that he has not contributed to the improvement of this very valuable asset and his administration has not shown an indication that during the past year it was managed to our advantage or during the succeeding year there is anything going to be done to our advantage.

Sir Mohammad Yamin Khan: This is the first time after 1940 that I have seen such a gloomy Budget presented in this House. We had a progressive increase during the last five years, and now, I think, that Joseph's prophesy of 'lean years swallowing the fat years' is going to be fulfilled. This year I find a steep fall of Rs. 48 crores in railway traffic receipts. This means that all of a sudden we are being faced with not only a big cut in the revenue, but also that reserve funds, which we had developed and we had built to the tune of Rs. thirty-seven crores and forty-eight lakhs, are going to be reduced to somewhere like 17 crores of rupees next year. If seven crores of rupees out of these 17 crores of rupees are taken out for Betterment, then it means that the Reserve Fund will stand at 10 crores of rupees, instead of 37 crores of rupees. This is the position which the House must take notice of immediately. Our financial position is going to be deteriorated in this manner: the total traffic receipts for the current year are expected to reach the figure of Rs. 225 crores, but it is going to be reduced to Rs. 177 crores during 1946-47. If this downward tendency goes on, probably with five years we will find ourselves where we were in 1939, i.e., Rs. 100 crores. If we go down so much, I think, the Railways will not be able to manage their position.

Sir, I find that sometimes the Railway Board and the Government make commitments on behalf of Railways which have far-reaching financial consequences without consulting even the Standing Finance Committee. I noticed this last year when an item of a few lakhs of rupees was included in the Railway Budget which was not properly explained to the Standing Finance Committee. It was not explained to the Standing Finance Committee that that sum was provided for the purchase of motor lorries. The Standing Finance Committee in the short time which they had to discuss this matter thought that it was only a sum of rupees 82 lakhs, but it was ultimately brought to

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the notice of this House that the Government did not intend to spend these 82 lakhs of rupees on rail-road co-ordination, but there was another sum which was provided for which had never been explained to the Standing Finance Committee. We have found that some time a new item is put into the Budget the full implications of which are not explained to the Standing Finance Committee. I think that all the new items should be brought to the notice of the Standing Finance Committee who should give their verdict after fully examining the various aspects of the question and after satisfying themselves that it would be beneficial to public interests. This was not done last year, and this made the position of the House very difficult. On the one hand, the House was faced with the position that it had voted for an amount which was never explained to them, and on the other hand the House had rejected a policy which they thought was not in the best interests of the people of this country. I do not want to go into details of the Rail-road scheme today because we are going to discuss this matter on some other occasion, but I will only warn the Railway Board that no financial commitments should be made before the Standing Finance Committee is given an opportunity to examine it. The Standing Finance Committee is there for this very purpose; it is the watchdog on behalf of this House and if such matters are not brought before this Committee, I think justice is not done to this House. This must be done in future. I think that it is time that a committee, whether it be the Standing Finance Committee or a new *ad hoc* committee, should go into the whole finances of the railways and they must put up before the House a scheme how to save the railways from deteriorating financially as is forecast by the Budget presented to the House. I shall make several other comments on the Budget. I leave the financial aspect on one side.

The Honourable Member has said that there are many coaches in the possession of the military, but he has not mentioned clearly where these coaches are, whether in India or outside India. That ought to have been explained in his speech.

Then, Sir, the next point is that now that the war is over I find that the U. S. A. are not going to supply wagons to us on lease and lend terms. Then why should not an industry be developed in this country to make all the wagons instead of importing wagons from outside. If the U. S. A. are not going to provide then all the orders which have been placed on firms outside India should be cancelled by the Railway Board and the people who will become unemployed should be given employment by this means with a proper industry to be put up on behalf of the railways.

The Honourable Member says, he has to import a certain number of railway engines till such time the plant is put up here and we start building our own engines. But he has not explained to this House—I would ask the indulgence of the Honourable Member to listen to these points rather than talk to individual Members—when these plants for making railway engines will be in full swing in this country. The House wants to know how far this scheme has progressed, where he wants to put up this plant and when the first engines of the Broad gauge will be manufactured in this country. I think this ought to be fully explained.

There is one other point. The Honourable Member says—of which he gives an indication—that many railway employees will be sacked and their places filled by *ex-servicemen*. I do not know why *ex-servicemen* should be given priority over the railway servants who did good work during very hard times when the railways were working under high pressure and the Honourable Member had been paying compliments to them. But yet he now wants that after their work has been done they are no longer required, but some other people who have been rendering duties elsewhere should be brought in their places.

This policy is, to my mind, not just and I do not think that the Honourable Member is justified in adopting a policy of throwing out his own servants and making room for others to come in. The Honourable Member has hinted that there will be alternative employment for the railwaymen. What are those alternative employments? He ought to have explained that to the House. When he has not done it, may I ask him whether it is right to find out an alternative employment for the railway people, or is it better to find out these alternative employment for the *ex-servicemen* whom he wants to bring in here and the railwaymen are asked to make room for them?

The Honourable Member has made one remark that nobody in this House will like that the prices of coal should go down so as to become uneconomic. I think the Honourable Member has probably received some kind of inspiration from those companies or managers of those companies who cannot run their business on a competitive basis or who cannot manage their own affairs. I think the prices should come down and everybody should be given an opportunity to compete with the big firms and the big firms should not be allowed to make very huge profits while the poor people and smaller companies who are willing to work mines on smaller profits should be given full chance. If the high prices are kept, then the big companies will be making huge profits and this whole anxiety appears to me to be for the protection of big interests and not for the benefit of the country. I do not think any trade can live or carry on for even a year if it is not making any kind of profit, but it is probable that the Honourable Member has been satisfied by the representations of those people who approached him. They may not like to have smaller profits but they want big profits while the others are contented with smaller profits, and why should they not be given a chance.

Another point. In the case of priorities I find a great deal of discontent prevailing in this country. There are many trades which want priority and they are not given it. For instance, I understand, but other Members will probably speak with greater knowledge on this, that the hide trade is suffering a great deal. They are not having priority for the movement of their goods and their business is suffering a lot. In Ferozabad in the Agra district the big industry of bangles and glassware is not getting the proper quota and that business is at a standstill. There are many other trades which are suffering in this respect. I say that wherever there is a big concern of cottage industries, they should be given an opportunity to export their goods in order to make some amount of money for themselves. The Honourable Member will realise that it is going to be the policy of India that cottage industries should be encouraged as much as possible and they can never get any encouragement if they do not have proper facilities for the traffic of their goods. Their goods must go prior to the goods of the mills. Therefore, I think, Sir, that all these factories must receive consideration of the Railway Board.

On the Rail-road question, which comes very prominently into this matter and to which my Honourable friend, Mr. Ayyangar has referred to, there will be a greater detailed discussion later on.

I have put these points briefly which I had to make on a general discussion. There is one more point. I find that the Honourable Member has put in as a basis that all those improvements which are not remunerative, and are not earning anything, should be debited to revenues and should not be considered as capital expenditure. I agree with this policy and I think that all those concerns which bring no income should be charged to revenue rather than capital. But the Honourable Member has been postponing for a long time the improvements on railway stations, where there is much room for improvements and which have been pressed for. Many schemes have been accepted and if our revenues are going to drop by Rs. 48 crores in the next year and we have no solution in the current year, then all of a sudden all these improvements will have to be stopped because we will have to cut our coat according to the cloth. I have a glaring case in mind. I hope the House will excuse me and

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will not think that it is because of my patriotism for my city that I am mentioning it. I have pressed for this case for a very long time. There exist in Meerut two railway stations, one called the Cantonment Station and the other called the City Station. Probably the traffic in the City station is about eight or ten times more than the traffic in the Cantonment station and it is also the terminus of the East Indian Railway. The whole of the Cantonment station is covered, whereas the City station is all open. In the hot weather and during rains the passengers suffer great inconvenience. They have to get into and get out of trains in the pouring rain and also to cross from one platform to another in the rain. This has been brought to the notice of the Government for a very long time and the matter has been postponed because the material was not available and during lean years it was pleaded that money was not available. The Honourable Member thinks that railway income is going down but I think the cause is that they do not provide proper facilities and proper conveniences to the travelling public. The travelling public should be provided with those amenities which are necessary for attracting them to the railway station. Where, as in Meerut, every day the passenger traffic is between ten thousand to twelve thousand, there is urgent need that the whole platform should be covered and the passage connecting the two platforms should also be covered as has been done on Moradabad station, Bareilly station and other stations on the East Indian Railway. Meerut is one of the seven big cities of the United Provinces. It is unfortunate that they have not covered the City platform simply because there exists the Cantonment Station three miles away.

Sir, these are the observations that I have to submit for the Honourable Member's attention and I have done.

Mr. P. J. Griffiths (Assam: European): Mr. President, in a transition period like the present, when our thoughts on most subjects are coloured and sometimes distorted by emotion, it is sometimes difficult in our debates here to preserve the proper balance between the past and the future. Some of us are prone to dwell exclusively on the achievements or the failures of the past, while others become wholly absorbed in their hopes and fears for the future. When, however, we come to deal with the prosaic subject of railway finance, it should be possible to escape from this emotional atmosphere and to approach the problems concerned in the same spirit as shareholders of a great trading concern, interested alike in past policy as well as in future proposals. We are entitled to begin by considering what has been done by the Directors. We are entitled to assess the work and the policy of the General Manager—and here I may make it clear at the outset that in my view our General Manager, the Honourable Member for Railways and War Transport has done us extremely well. And then having considered past results, we are entitled, indeed we are bound, equally to consider the plans and policies for the future.

We ought perhaps to begin by remembering that budgeting for the kind of era on which we are now about to embark is a peculiarly difficult process. It is fairly easy to budget for a period of wartime expansion. If you over-estimate, there is not much harm done, because you make up for it in the following year. If you under-estimate, that is not allowed to have a cramping effect upon national activities, because in time of war "the sky is the limit". In the period on which we are now entering, an entirely different set of considerations will prevail. It will be a period of relative contraction; and in such a period, not only is budgeting difficult, but incorrect budgeting may be extremely serious. In such a period, if you over-estimate, you are in for trouble; while you under-estimate, you are going in for unnecessary curtailment, you are doing what may result in cramping the general development of the national economy.

At the beginning of a period of this kind it is but right that we should try to take stock of our position. We should ask ourselves what the strength of the railways really is. To put it in another way, if lean years lie ahead, as they well may, have we enough fat on which to live?

I want to examine briefly the strength of the position of the railways from four different aspects. First, I want to consider its physical and mechanical strength. Secondly, I want to examine its financial strength. Thirdly, I want to touch briefly on its degree of advancement with its post-war plans. And fourthly if time permits, I want to examine its strength on the labour front.

Let us first take its physical and mechanical strength. Have we, for example, enough engines, enough wagons, enough coaching stock, to supply the needs of post-war India? When we come to the question of engines, it is worth remembering that the Wedgewood Committee came to the conclusion that the number of engines was slightly excessive. But I think most of us agree that we were, in fact, actuated by a very narrow conception of economy at that time, a conception of economy which resulted in far too high a proportion of old engines. Engines in one respect are like the members of my late service: it does not pay to work them more than 35 years. If you do, there is a marked falling off in their efficiency. So we have the position today that a large proportion—I think it is 29 per cent.—of our engines, have outlived their proper time. We have, therefore, to discount very seriously the apparent increase in the number of broad-gauge engines from 7,200 before the war to 8,500 now. I think a fair estimate of the engine position would be, that in view of the fact that India is now starting to make broad-gauge engines, the stock should be just about adequate, but no more. Provided the most rapid possible development is given to Indian engine production, we can expect to have enough for our requirements.

When I turn to wagons I find a somewhat similar position. Here you have an apparent increase of 25 per cent. over the prewar position. But again you have to remember that 11 per cent. of our wagons are over forty years old and you have to remember, too that even before the war, during certain seasons of the year the wagon position was very tight. It is very clear, therefore, that a very heavy task lies ahead of industry in this country, if the production of wagons is to be kept up to the requirements of the country.

When we turn to coaching stock, it is quite clear that a great task still lies ahead of this country, but it is a task which should not be beyond our powers as the men and materials and all the other requisites become gradually available. And so I suggest that under the first head, the physical and mechanical strength of the Railways, a fair summing up would be that the position at the end of a great war is not altogether unsatisfactory, provided we have a vigorous production programme.

I turn now to the financial position. What is the financial strength of the railways. Here I was slightly disturbed at the suggestion of my Honourable friend, the Member for War Transport, that in the next year, there are going to be what he called "plethoric money conditions". I feel some diffidence in joining issue with him on this matter: firstly, because I cannot claim his vast business experience and secondly, because I am probably the one Member of this House, who makes no claim to be an expert economist. But in spite of that, there are certain factors, which even a layman can observe and I think the most potent of those factors is that Government is the greatest spending agency in this country today and Government expenditure is, we hope, coming down rapidly. If it does not, certainly we shall have a lot to say about it in the discussions on the General Budget. It is reasonable to expect a very considerable reduction in the scale of Government expenditure and that reduction is very likely to have its effect on the whole economy of the country and to induce a slackening of the general tempo. That in turn is bound to mean for

1 P.M. railways a period of relative contraction. What is 'our strength' and what are our resources at the beginning of such a period? I cannot go into our resources in detail. But, speaking roughly, the depreciation fund, the resources fund and the betterment fund, taken together, will amount next year to about Rs. 180 crores. How does that compare with Government's requirements for post-war plans? When Sir L. P. Misra worked out some of these plans some

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time ago—and I must incidentally say that in doing so he exhibited great breadth of vision and imagination—when he worked them out, he arrived at a programme of Rs. 319 crores for a period of, I think, seven years, of which Rs. 125 crores were to come from the depreciation fund. When my former colleague, Sir Frederick James, dealt with this subject two years ago he estimated that by the end of this financial year we should have Rs. 150 crores in our various reserves. That figure, he felt, would be by no means too much. Today we have not Rs. 150 crores, but Rs. 130 crores. The figure is by no means too high. There is no cause whatsoever, for us to feel complacent or to think because we have Rs. 130 crores in our pockets, everything is well. In our view, that figure, if anything, is somewhat on the low side. At the same time we recognise that they could not be helped. We recognise—and here I disagree with my old friend Mr. Ananthasayanam Ayyangar—that it is important that the Railways should go on paying their contribution to general revenues. That contribution seems to us to be an integral and, irreplaceable part of the general financial system of this country. So our conclusion on this point, the financial strength of the railways, is that our stewards, the Railway Board, have wisely husbanded their resources during the war, but that what we have now in hand is nevertheless by no means excessive.

I come to my third point, namely, how far are we advanced in our post-war plans? I think I can say straightaway that, in my view, the railways have done better in this respect than most of the other Departments. Their plans are more advanced; they are less airy and they show a greater appreciation of the necessary correlation between planning and finance. It seems to me that there are three questions which we need to ask with regard to any post-war planning. First of all, is it a plan and not just an aspiration; secondly, is it related to reality; and thirdly is the money available for it? In the Railway sphere we know there are many individual plans. Have they come to a stage ~~of a co-ordinated, comprehensive scheme?~~ Do we know what the time-table is going to be, or within how many years the various stages in the plan are going to be reached?

We know, for example, that five thousand miles of railway are to be re-constructed or constructed. Do we know how long this is expected to take? Then, there is the question of coaching stock. We realize that coaching stock cannot be produced in a minute and we are grateful to the Honourable the War Transport Member for his warning that he has not got a magic wand by which he could produce the coaching stock overnight. We know he has not that magic wand. But, from past experience of Government, we are anxious to make certain that the plans for the production of coaching stock do not remain mere notes on files. Effect must be given to them. There is often a difference between a note on a Government file and the translation of that note into action. We want from the Honourable Member, if it is possible, some kind of a statement as to his connected time schedule. We were much heartened by a reference in another place, a reference which seemed to me to import an unusual touch of reality, a reference by the Chief Commissioner to the necessity of bearing in mind construction capacity before embarking upon plans. I agree entirely with the Chief Commissioner. As he puts it is wrong and financially wasteful if railways undertake work beyond their spending capacity. We should like the Honourable the War Transport Member in his reply, to give us some idea of his estimate of the spending and construction capacity, if that is possible at this stage, and to assure us that this correlation is going to be one of the dominant features in dealing with these plans which at present exist merely on paper.

In the sphere of planning we fully endorse the proposals for improved third class coaches. India's third class traffic has, I think, served her well in the past; it provided cheap transport for a poor people. But it will not do for the

future—it is not in line with modern standards. We cannot continue to tolerate the herding of men in carriages like cattle. I therefore welcome the observation of the Honourable the War Transport Member that this matter of third class accommodation is going to receive special priority and that carriages will be provided in which people can travel like human beings. We trust the programme will be implemented as speedily as possible.

Apart from these post war plans, however, there are things which could be done even now. We know that coach building is not easy. We know you cannot build coaches overnight or even within a month. But many other things can be done and perhaps foremost amongst them is the task of getting carriages cleaned. At present many of the carriages on many of the lines are a disgrace, and I speak not only of the third-class but of the first-class carriages. I do not know whether any of my Honourable friends have had the unfortunate experience of travelling on that part of the B. & A. Railway which goes through Assam. If they have they will know that it is very nearly impossible to go into the lavatories, because they stink and they will know that too little has been done to put carriages into a reasonably useful condition. I am anxious—and I am quite certain that the Honourable the War Transport Member will agree with me—that the excuse of the war shall not continue to be given for all time to come. Many people have been glad of the war as an excuse for not doing this or not doing that. I hope this excuse will not in the sphere of railways be allowed to continue indefinitely. Incidentally when I talk of carriages, I have always understood that the Honourable the War Transport Member is particularly interested in ticketless travellers. He might like to know that during the past two years on certain railways there is a fresh class of ticketless travellers, I mean the cockroaches which infest the carriages by night.

It is an unpleasant experience to be in company with some of these particularly unpleasant ticketless travellers. I do hope, therefore, that the War Transport Member will impress on everyone the need for remedying this. There is much which can be done now.

There is one other thing that could be done. Something should be done to prevent the mad rush into the carriages which takes place at all large stations today. It is a very terrible sight to see the stampede to get inside. It does not follow that because there is only one train a stampede is necessary. Even if you have, for the time being, to put three train-loads of people into one train, cannot something be done to control the method of getting into that train? Is it impossible in this country for the railway authorities to start the queue habit? If it could be started, apart from, its being a protection to life and limb, it would serve as a lesson of great social value in other parts of the country. I hope my Honourable friend the War Transport Member will pay some attention to this.

Then there is the fourth point, namely, the labour front. Here there are two separate questions. The first is the question of the numbers to be employed, and the second is the rates of pay to be given. So far as the numbers to be employed are concerned, we are in general agreement with the policy which is being followed, namely, the policy of avoiding retrenchment wherever possible. We quite agree that in a matter of this kind you cannot apply the crude commercial test. We cannot say that because we do not need these men, they must go. Every possible attempt should be made—and I believe it is being made—to see that these men are absorbed. We should however like information as to the way in which these men are being absorbed. Are they being given economically productive work or just being found jobs? Is their employment considered a good business proposition, or is it just what might almost be called charity "necessary if you like, but charity"? Our own view is that given proper organisation, rehabilitation together with the performance of many jobs that are hanging fire, should make it possible to absorb practically all these men, indeed I might say, all of these men, in productive occupations. I shall be grateful if the Honourable the War Transport Member can give rather more details about this in his reply.

[Mr. P. J. Griffiths.]

Then coming to the question of scales of pay, here we generally support the three-fold policy set forth by the Honourable War Transport Member. That policy consisted firstly in embarking upon an examination of the wage structure, secondly, in postponing for the present the fixing of the rates of wages, and thirdly, in maintaining in the meantime these dearness allowances without which life would be impossible for a very large class of railway servants.

As far as the wage commission is concerned, we would like to know many more details about it before we commit ourselves to support or oppose it. We would like to know more about its composition, its terms of reference, the procedure to be adopted; whether it is going to act as a unit for all services or to break itself up into a number of compartments and work by sub-committees—we need be told a great deal more about it. It might even be—I am not saying it would be, I am merely throwing out the suggestion—that several separate commissions would be better than one in a matter of this kind. We want to hear rather more about its being predominantly non-official. We have always taken the view in our Group that wage rates are a matter between the employer and the employed and that where necessary and where the employer is not the Government, Government should step in and hold the ring—I believe that is the right method of dealing with these wage matters. We would like to know more about the kind of non-official representation proposed on this body and the reasons why it is intended to be a predominantly non-official body. After hearing this we shall form our own conclusions. One thing I would like to say in this connection, is that if this body is to be non-official, we in this group would naturally expect to be closely associated with it and would, of course, give it the fullest possible co-operation.

My last point is with regard to the proposed revision of rate structures. We welcome this proposal. Nothing can be more important to the development of industry than the maintenance of a proper structure of rates for freight. It does not necessarily follow that because you have a very large number of different rates—nearly 20,000 I think—that large number connotes inefficiency. On the contrary, it may even be that that large number shows that attempts have been made to adjust rates to certain trades or particular industries in particular places. The whole subject is very complicated. I cannot possibly discuss it on the floor of the House, but we do welcome the proposal to examine it.

I am not quite happy about the proposal to lay the matter—I am not quite sure at what stage it has to be laid—before a committee of this House. I am not myself satisfied that a committee of this House is the kind of body which can usefully examine an extremely complicated and cumbrous document of the kind which must be involved in a report presented on the subject of rates structure. Myself, I do feel that this is a matter for experts. It is right that this House and the Standing Finance Committee should have the final say in agreeing or disagreeing with the proposals of the experts, but I should very much deprecate the suggestion that a committee of this House should be brought into the picture for any other purpose except to take a broad view and express its general outlook on the results at which the experts had arrived. Do not let us think that we in this House can do the job of technical experts. I could not do it and I question whether any Honourable Member in this House could, except perhaps my mathematical friend who understands all mathematical problems, Dr. Sir Zia Uddin Ahmad, can.

My last word is this: I think it is useful to remember that this Budget is in a way a signal: when you have a great trading institution like the railways preparing to budget for a decline in receipts and for a period of relative contraction, it is likely that that will mean a general slackening in the tempo of business and in the tempo of finance all round. That is a matter which we have to bear in mind at the time of considering the General Budget, but I do suggest that we should study very carefully the wise attitude adopted by the

War Transport Member, a conservative attitude towards the future, and adopt a similar attitude ourselves towards all our problems and demands.

Let me finish on this note. I do not think there is a single Member in this House who does not realise the tremendous strain which the last six years have thrown upon the railways of this country. It is hardly too much to say that but for the magnificent work of the railways we might not have beaten Japan, at any rate, on the Assam front. I think railwaymen of this country, from highest to lowest, have a right to our gratitude; they have a right to expect that we should be proud of them and that we should say to the whole world that the railways of India have done a first-class job in winning the world's greatest war. In that tribute I must include my friend, the War Transport Member, Sir Edward Benthall, who, I imagine, really intends this to be his last Budget. For his sake, I hope it is. I hope so too because I am one of those, like my friend, Mr. Ayyangar, who hope that the constitutional problem will be settled very quickly for this country. Be that as it may, if this is his last Budget he can feel that he has done a first class job, that he has done well by India, and he is certainly entitled to our gratitude.

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 Mr. G. V. Mavalankar) in the Chair.

Mr. President: Before Honourable Members resume discussion, I have to make again an appeal to co-operate with me by being as short in their speeches as possible. I have been noticing that a large number of Honourable Members are anxious to speak and it would be impossible for me to meet the wishes of all those who desire to speak unless other Honourable Members help by being very short in their remarks. Of course, I need not add that the points once made need not be repeated.

Miss Maniben Kara (Nominated Non-Official): Mr. President, the Budget which has been presented to this House by the Honourable the War Transport Member is called a Victory budget. A Victory budget, I think, ought to be a very bold and imaginative budget. Unfortunately, to me it appears to be a hum-drum budget, because a Victory budget should necessarily have an absolutely different outlook, namely, it should be of an expansionist nature. Nobody in this House will say or feel that in our country there is no scope for expansion of Railways. The Railways could expand to the furthest corner of the country and that alone will be a guarantee for the prosperity of trade, industry, and agriculture. This Budget, which is supposed to be for the post-war period, should not have a conservative outlook. The Honourable Member has talked of an expansionist policy but when I see and read the statement, I find very little trace of expansion of which he has talked. Not more than two crores of rupees are set aside for expansion which is so badly and urgently needed for the prosperity of our country in the post-war period.

There is also the other point about the amenities and comforts of third class passengers. Most certainly the Honourable Member has made certain references to them and I would take the liberty of reading a line from his own statement. He says that the question of new designs for lower class passenger coaches has received intensive study. Now, that sort of statement is not very convincing, because, so far if it has only received intensive study, one does not know when actually it will be possible to put that into practice. The conditions of third class travel are a scandal and disgrace to the country and their improvement must be immediately taken in hand. I would have been satisfied if some specific time limit was put but the promises that have been given are very vague promises. Also while talking about profits to me it sounds as if the

[Miss Maniben Kara.]

Honourable Member is a big capitalist trying to develop the Railways from the point of view of profit. But let me remind the Honourable Member that railways are not merely a commercial department of the Government of India. If that were so, the Commerce Member would have taken them over. The entire thing has been looked at from a commercial point of view. Certainly any well run business, any well run railways are bound to give profits. But at the same time we must remember that profits should not be secured at the cost of the poor third class passengers and the common man of this country. Profits should not be at the cost of human conditions of travel which are very badly required in this country. The Honourable Member has said that railways are a great industrial asset but they are also a great social asset. We cannot overlook the fact that the railways are not merely an industrial asset but they are also a social asset and if they are a social asset they have got to be viewed from the point of view of the greatest service to the people of the country. The entire Budget if planned from that angle will certainly be a very different one. My criticism of the Budget is from a particular angle and that particular angle, I feel, that the Honourable Member has missed, because he has talked of the adjustment of the Budget according to the present economic activities of the country. I would say that India should look ahead. We are looking to post-war reconstruction of our society and if we view it from that point of view every Member of this House must agree with me that the railways should act as a lever for the development of trade, industry, and agriculture of our country. We must not be satisfied with adjusting our Budget to the existing economic activity. We have to see that it acts as a lever for increasing the economic activity of our country. If this outlook was not overlooked, the entire Budget would be different. I once again emphasize the fact that if the Budget was viewed from that point of view, the greatest need of our country is to bring our goods from the villages to the towns and *vice versa*. There is a great scope for the development of railways which will ultimately lead to the development of trade and industry. Why should more emphasis not have been paid to the expansion of railways. At every step and at every stage the Government have taken a very very halting stand. Whenever any step was taken, it has always been halting. If we view the expansion of the railways from the point of view I have just mentioned, I cannot understand the necessity of the Railway Member throwing out 8,800 men. I would ask, Sir, why are you sending away 8,800 people, when you ought to have recruited thousands and thousands of people for new work? If you had a plan, a well designed plan for the reconstruction of our society, you would need more men. All these things are happening for the simple reason that we are having a hand to mouth policy from time to time. The country will have to plan out well in advance. If that is done, we, who represent the cause of labour, we, who supported the war for destroying Fascism are strongly of opinion that every sailor and soldier who is demobilised can get employment without causing unemployment amongst railway workers. I am glad the railway workers have received words of appreciation from all quarters of the House. But mere appreciation will not help. Mere good words do not fill their stomach. In order to fill their belly, what is needed is that these words of appreciation should be backed by action. Let us not go and tell these workers, as is often done, that we thank you because you were not the victims of false propaganda of other people and because you stayed and worked at the cost of your life but now get out because there is no work for you. It is their legitimate right, as part of the victory of the United Nations that they should have their share in that victory and that can only be secured provided the Government of the country takes a bold stand in reshaping the entire social and economic structure of our society which is absolutely outmoded. If people really try to look at every department of the Government of India from this angle, I can assure you that the co-operation of the masses will be there, if not of the few rich. From that angle, I cannot help feeling that the Budget

presented by the Honourable Member is one prepared by a very conservative minded person.

Mr. President: I may remind the Honourable Member that her time limit will end shortly.

Miss Maniben Kara: I thought I had twenty minutes.

Mr. President: Twenty minutes for Leaders of Parties and 15 minutes for ordinary Members. But that was before the lunch recess. After the lunch interval, I have made a special appeal that, in view of the large numbers of speakers each Member will curtail his or her speech as far as possible. But the limit I have in mind is about ten minutes.

Sjt. N. V. Gadgil (Bombay Central Division: Non-Muhammadan Rural): Further rationing.

Miss Maniben Kara: Because of shortage of time, I am sorry, I cannot go into details. Reference has been made to the provision of maximum possible work of an economic kind. Reference was also made to this by the Leader of the European Group who stated that he hoped that the workers would not be left to live on the charity of others. Let me assure my Honourable friends here that every worker lives by the sweat of his brow. It is not the workers who live on the charity of others, but it is the other people who exploit the workers. On the contrary I feel that a few privileged classes are living on the charity, the blood and the sweat of the workers.

Lastly, I am terribly grieved to read the remark that the monies spent on the amenities or the comforts of the people will be considered as unremunerative. In these days of the 20th century, do we still believe that it does not pay us to give human conditions of life and travel to the people? It will pay us back with profit if amenities and comforts are given. Better conditions of travel mean there will be more travel, more money will come and there will be no more deficits.

Finally, Sir, in view of the shortness of time at my disposal, I would only appeal to the Honourable Member for Railways that he may still revise his Budget on the basis of the general principles which I have stated. Otherwise, I shall have to regard this as a very unsatisfactory Budget.

In conclusion, I only want to make my position clear. I belong to no political Party present in this House. I belong to labour and I am going to view all questions only from the point of view of labour. I have no sympathy with the Congress, I have no sympathy with the Government, I have no sympathy with the members of the opposition Parties, because I feel that all of them have joined hands to maintain the social *status quo* in this country and they only talk of Indianisation. That is not going to satisfy me, Sir. The thing that will satisfy me is not a transference of authority from a white to a brown bureaucracy. What will satisfy me is a reconstruction of this country so that the toiling millions of the country will have enough to eat and all the other necessaries of life to live happily. With these words, I thank you very much for giving me an opportunity to take part in this debate.

Mr. Vadilal Lalubhai (Ahmedabad Millowners' Association: Indian Commerce): Sir, I stand here today as a businessman; viewing the Budget in a business perspective. After all railways are an industrial concern, and all industrial concerns must be run in a way that will be very helpful to the country so that they may make both ends meet. I am sorry to find that the Budget presented is not one that I can support. What is an ideal Budget? When I take the balance sheets of an industrial concern and compare the things that have been managed, and if I find that certain things have not been managed properly, then I must say it is not a good concern. In the same way, I find that the Railway Administration could have done better and they could have provided more amenities to the public. I refer to Appendix VII-B, C and D. What do we find? There are five railways

[Mr. Vadilal Lalubhai]

that are running at huge losses, to the extent of 15 crores in next year's Budget. While there are other railways which are earning 27 crores profit. Thus two-thirds of the earning capacity of other railways have been taken up in meeting the deficit of these five railways. Take the B. N. Railway and the B., B. and C. I. Railway. You will be able to gather the trend of the profits and losses of these railways. The B. N. Railway spends 115 per cent of their net traffic earnings. That is, they are making a loss of 15 per cent. In the case of B., B. and C. I. Railway, they are making a profit of 36 per cent. Every year the expenses of B. N. Railway and various other railways are going up, whereas the expenses of B., B. and C. I. are well maintained within limits. If we look at the total track miles of both these railways, they are practically the same. If you see the goods traffic and also the passenger traffic, they are also constant, without much difference and still one railway is making a big profit, while another railway is making a big loss. So we should consider it from that point of view and find out why some railways are making losses and some are making profits. I feel that proper attention has not been given to this by the Railway Board. In various private industrial concerns people compare their own balance-sheets with those of other concerns and try to find out where they are making mistakes and immediately they try to remove them. I feel that proper attention has not been paid to these expenses and to the rate structure of various railways, both in goods as well as in passenger traffic where there are so many anomalies; the rates are in some cases 50 per cent more in one railway and 50 per cent less in another. And in various other expenditure items I find that there are lots of differences, and that is why the railways are not doing what they ought to have been doing. I will here give a few examples of the heavy expenditure they are making which expenses could have been reduced to a great extent. We find that five hundred quarters are being built in Delhi at a cost of 68.61 lakhs, i.e., each quarter will cost about Rs. 14,000. I do not think the ordinary staff is going to get a house for Rs. 14,000. Exorbitant expenses are incurred on the housing of the higher staff. With this amount they could have made more than a thousand quarters for the lower and clerical staff. Similarly, the New Delhi goods station is a very small station, but now the war has ended and they are still going to spend 20 lakhs on it. There are very many other examples. Some traffic infringement has been made somewhere and to remove that a sum of two crores is being spent. I do not understand why these traffic infringements were made originally. These examples can be given in plenty, but I hope these three will suffice to show that the Railway Board has not been working as hard and as intelligently as they should have done.

If we now go to the expenditure side of it we find that this year we are going to have in the net traffic receipts a reduction of 48 crores. The expense reduction is only 24 crores but that figure of 24 crores is not correct. The figure will come down to only 6 crores. It was decided last year to put the figure on the expense side from the revenue, and last year we put 30 crores to the expenditure account, and this year we are putting 12 crores. If this difference of 18 crores is taken out the reduction in expenditure will be only 6 crores while the net earnings are less by 48 crores.

Talking of wagons and locomotives the Honourable Member said that we have a sufficient number of wagons and we will not have to import any more wagons, but about locomotives he feels that although we have got about 1,200 more locomotives we will still have to import some in the near future. I do not understand why he should import any more locomotives. If during war time these engines which were overworked and over 35 years old could haul greater traffic, why cannot they haul greater traffic in these years to come, so long as we are not self-sufficient in the building of locomotives? I do not think any new order should be placed for locomotives; the same should be the position with regard to coaching. I am told more coaches are being ordered. I do not

Understand why even after five years of war when so many industries grew up here we could not build coaches.

As regards depreciation fund I will say that the depreciation amount has been taken as 1/60th, which is only 1½ per cent. I do not understand why such a small amount has been taken; depreciation is certainly much more than that. Locomotives last about 35 years and wagons about 40 years, and so naturally the depreciation amount should have been much greater. I quite appreciate that 15 crores are put in the betterment fund, but I think more should have been done about this fund so that the lower class passengers could have got more amenities. The Honourable Member said that they are thinking of raising the rates in England by 20 or 25 per cent. He talks of England, but does he consider the other amenities that are given in that country? There are only two classes of coaching there, First and Third,—and the difference between the two is so negligible that while three people are sitting in the First class there are probably four in the Third class. As regards sleeping accommodation also, there is just that much little difference. In both the classes there you find velvet and nice cushions, so that the amenities in the Third class there are very great, compared to which we are in a very miserable condition which should be remedied. I think there should be complete planning and a time limit in that sphere and that in a couple of years the position of the lower class passengers should be improved. The lower class passengers are paying the highest amount to the traffic receipts; and even to do this I would say that the upper class passengers may be charged more and even luxury goods traffic may be charged more. I agree with my Honourable friend, Miss Maniben Kara, that the condition of the third class traveller is terrible and impossible to be tolerated any longer, and I hope immediate action will be taken in that behalf.

Sir, as my time is so limited, and the Chair has asked us to economise in that respect, I will say no more.

Maharajkumar Dr. Sir Vijaya Ananda (United Provinces: Landholders):

Sir I at first thought of going to Connaught Place and purchasing a bouquet for the Honourable Member but since I heard his speech I have changed my mind. In his speech he has said nothing clearly in respect of third class passengers for which we should be happy about. If anything, the third class passenger is as badly off as he was before; and the present circumstances are such that it pains one to see how they are pushed into the compartment through the windows and the diseases that follow on account of such congestion. At some stations I have actually seen people dying on account of excessive congestion and nobody takes charge of the corpses. And in the midst of all this we find that most luxurious saloons are used by the high officials, whereas they can easily be turned into First Class compartments and the First Class compartments made into Third Class. I can assure Honourable Members on the other side of the House that when a National Government comes into being they shall not require these luxurious saloons. It may be that by saying this it may look a bit tall or something like that, but if some kind of gesture is made. I am sure this side of the House would greatly appreciate it. Pandit Nehru in a speech said that while in Bengal people were dying like flies race-horses got preference over wagons carrying food. This happened between Bombay and Poona. I do hope that after the lesson that Government have learnt they will not do it this time and that wagons will be sent to those areas which are threatened with famine. We were hoping that pre-war rates for third class passengers would be restored, but from what I see there is a likelihood of their being increased. Now that more or less all the Railways have been acquired by the Government, let there be a uniform rate for all classes. As regards comforts, there is very little even for the upper class. You cannot get a bath even in the upper class carriages.

[Maharajkumar Dr. Sir Vijaya Ananda.]

I should like to see the Railway Board completely Indianized. There are lakhs and lakhs of labourers that were employed during the war by the Railways in India, and I am told that they are all being discharged in order that the Army may get in. I think it is hardly fair.

There is one point which I would like to make clear, and I hope the Honourable Member will give his personal attention to it. The station staff—high and low—are most uncivil to passengers. The third class passenger is, of course, out of the picture altogether; he has to stay for days on end and nobody ever cares for him. As regards the upper class passengers, they similarly suffer from lack of courtesy on the part of railway officials, and if a man happens to go dressed in his national costume I can assure you he is treated with the utmost contempt. This has been more the case with Anglo-Indian Station Masters and Anglo-Indian Ticket Collectors in addition to our own men. I can assure you that the only way to get a safe passage from one place to another is either to get into khaki or to dress like an A. R. P. Officer. Of course, with the cap that you put on, Sir, if I may point out, I have seen people being insulted to such an extent that I actually gave up travelling. I had to go by car and naturally I had to draw upon my friends' petrol ration.

I hope, in view of the points mentioned by so many Members, the Government will do something more for the third class passengers. I am not very keen about first class and second class passengers, but third class passengers' lot must be improved.

Sir, I have great pleasure in opposing this Budget.

Hajee Choudhury Mohammad Ismail Khan (Bakarganj cum Faridpur: Muhammadan Rural): Mr. President, Sir, the Honourable the War Transport Member in presenting his last Railway Budget, has been at pains to bring some new hope and cheer into the disquieting affairs on the Railways, particularly their actual administration. He has, apart from showing what are by now the well-known Railway profits, overdone it in more than one aspect. He has, for instance, completely blacked-out from his speech the most burning question of the day—the foodstuffs and their transport by the Railways. He talked gleefully of the capacity of the Railways to shoulder future responsibility, provided nothing intervenes. These are sad words in the context of today. He failed to mention that the Railways don't propose bungling the food-transport as they did the last time during the Bengal famine, when it is almost a joke now—luxuries were being transported to Calcutta while millions died for the want of the much-needed grains. The Honourable Member has given us no assurance on the point that there will be no miscarriage anywhere. Perhaps, he intends eating fruits and cakes, drinking milk and never thought of grains and pulses. I would very much like him to reassure us as to what exactly he intends doing in the matter to meet any exigency and that the priority system which he intends keeping on will put the foodstuffs as *Priority Number One* on the list. Otherwise, not the least responsibility will be his and the Railways, if things go wrong. I emphasize this again and again because though the Honourable Member has the power and right—a very temporary power and right—to trifle with engines and boilers and wagons, he has no right to trifle with human life.

The Honourable Member and the Chief Commissioner of Railways mentioned the increased number of wagons and engines that were now on the run throughout the country, but confessed some of the difficulties: the maintenance and the outturn of engines and boilers. This further underlines the importance of planning before-hand for the coming crisis in the food situation. I ask, Sir, why can't they plan ahead? Why don't they get along more seriously with the job, which is their basic job, which job that has existed long before the food crisis? Why don't they do that if they don't want to be reduced to the position of beggars abroad?

The question of planning ahead directly brings me to the other most disquieting feature of the Railways, which is that of the staff. The Honourable

Member began and ended his speech by thanking the railwaymen for their admirable work during the strenuous years of the war, but he held out no reward for them in concrete terms of rupees, annas and pies. Mere words of thanks is like giving a stone for a bread and virtually slapping in the face, with the remark: "I fooled you well".

The other day we had an adjournment motion in the House about it, and the incompetency of the Railway Board was revealed patiently, flamboyantly. The Honourable Member said that out of a strength of 850,000 men, only 8,000 had been found surplus and discharged. I say the Honourable Member is playing with the livelihood of these 8,000 men, particularly because of the days ahead. On the one hand, he has big expansion and post-war plans, and on the other he wishes to take his time over these. Which is nothing but incapacity to look ahead and plan properly, well and truly. Anyone could see that after the war, there would be need for expansion and reconversion, and not to be prepared for it is only to show bureaucratic bungling, red tape and undue hesitation. For, after all, how is it that only in this country these difficulties are felt *so greatly* and not in others, though there are no fair land or heavens? To my mind the answer lies somewhere in the unimaginative minds who manage the show.

The Honourable Member was and is alive, but only apparently alive, to the demands for the revision of the scales of pay. As usual, he shows hesitation, because he is uncertain of the future price level. The argument may sound very plausible, but the fact remains that the Government did not feel any such uncertainty in 1931 when they set themselves to the wholesale revision of scales of pay, knowing very well that the then price level could not last all the time. If at that time things could be done easily, speedily, cuts imposed and new scales introduced with furore and holiness of purpose, why not now? In all other countries, such revision has taken place, despite the so called uncertainty of price-levels. The promised Commission, I hope, will show a greater sense of urgency and responsibility than the Treasury Benches.

The only really tangible things that the Honourable Member talked of were in connection with the passenger traffic. Though, on the whole, pessimistic about wagons, he promised less crowded lavatories for Inter and III Classes and fans for the Inter Class. These are welcome measures and deserve our congratulation. But that is not enough. He seems to have ignored that not only less crowded lavatories are needed but also better ones. A washing-basin, for instance, should be provided in all lavatories irrespective of the Class, unless the Honourable Member thinks that III Class passengers don't have to wash themselves.

The question of fans has been particularly a vexed one in the past, and again I congratulate the Honourable Member for giving it a practical shape. But here again, no distinction should be made between the various classes. This is an elementary human need and fans alone should not be a bait for higher-class travel. This, at any rate, is a matter which should take precedence over some of the other things, for instance, the improvement of air-conditioning of the higher-class compartments. Higher-class passengers have so many other facilities that it will not matter much if they have to wait for some time more to see further additions to them. Unless this is done, the actual result of providing fans in Inter Class may not be as good as the Honourable Member imagines. Inter Class compartments will be much more crowded—there are already too few of them—and this will negative the utility of fans. I hope, Sir, the Honourable Member will soon realise it and get down to it as an urgent post-war measure. The Honourable Member has made no reference of improvement in catering. Yesterday during question hour Members expressed strong views against N. W. R. aerated water contractor who has no professional experience and whose work is most unsatisfactory. Mr. Manu Subedar and other Members pointed out that the railway method of earning money out of higher tender

[Hajee Choudhury Mohammad Ismail Khan] is wrong. Professional people who have experience of 40 to 50 years should not be made victim of the whims of General Manager on plea of a higher premium. This is a serious matter and the Honourable Member should know that higher tender reflects on prices to passengers.

While I am on the subject of passenger traffic, I will mention that catering, particularly the catering by the Muslim refreshment rooms and hawkers is very bad. On the Bengal and Assam Railway, on which I happen to travel frequently, the conditions are worse. But the Railway Administration has not seriously tackled the problem, though it has existed for long. Unlike other matters, there is no excuse for mismanagement here for it does not entail any financial burden on the Railways. It is necessary that the system of catering inspectors should be enforced vigorously and defaulters brought to book immediately. Corruption, nepotism and incompetence, which exist in this respect at the cost of passengers, should end if only the Administration makes up its mind.

I will, Sir, be failing in my duty if I did not emphasize the absurdity of not providing proper lights in all the compartments, specially lavatories. This is obviously a source of inconvenience to all, but ladies are worst sufferers, particularly, if they have to board the gents' compartment when no other accommodation is available. Sometimes hooligans get into these compartments, practice theft and even molest the ladies. This state of affairs should not be allowed to go on any more and steps should be taken immediately to provide electric bulbs in all compartments and lavatories.

Lastly, Sir, I must point out that the Muslims continue to be under-represented on the Railways. This is a very very old grievance, and I do not know what are the difficulties of the Railway Board in the matter. The grievance is particularly marked in the higher appointments which are filled by promotion and which gives abundant room for jobbery and pettifogging in the Railways, as in any other Department of the Government. Apart from the injustice of this, it is obvious that if a set of employees is discontent and aggrieved, purely from the point of administration, it is an undesirable state of affairs. The sooner the Honourable Member remedies these ills the better.

Raja Bahadur of Khalikote (Nominated Non-official): Mr. President, Sir, I crave your indulgence and the indulgence of this Honourable House for this my maiden speech on the floor of this House.

In spite of the termination of the War there is no improvement at all in the facilities of railway travel; not even a restoration to the old conditions, however bad those conditions were. Particularly deplorable and reprehensible is the condition of the vast bulk of the people who are condemned to travel in the third class, owing to their economic plight, and from whom ironically enough the railways draw most of their revenues. The incredible congestion in the third class compartments and the total absence of any facilities to mitigate the hardships involved in that travel have rendered them so many cells of hell. Third class travel is veritable hell. No wonder that Mrs. Nicholl of the Parliamentary delegation was flabbergasted when she witnessed the anxious crowds jostling themselves in front of the compartments and trying to get into them on the platform of Delhi Junction recently. It has become literally impossible for women and children to get into these compartments except through the windows or through the assistance of some bribed Railway or Police officials. The invasion of even this scanty accommodation by the military personnel and the failure of the railway authorities to exercise proper check and control adds to the misery of these people. However, Sir, it is a happy augury that these third class passengers are to have sleeping accommodation in the future. We are indeed looking forward eagerly to that day. But for the present it would be a great consolation if the suffocation they suffer from, due to overcrowding, is removed. Even servants' compartments—and I am talking from personal experience as I have seen for myself—

that are intended for *bona fide* servants of first and second class passengers to seat from 5 to 10 persons are overcrowded to the tune of 30 persons, travelling with large quantities of luggage, one sitting over the other. In addition to this, a very tolerant administration allows these unfortunate passengers to travel on footboards and even on the roofs of trains. This is much to the credit of the sense of humanity exhibited by the railways. After all in India, Sir, human life is so cheap that a few accidents resulting in deaths, do not matter. What difference does it make if you die of suffocation inside the compartment or die by slipping from the footboard or from the roof of the train?

All military personnel, in my view, of the upper and lower classes should travel in special trains or in coaches specially allotted for them and should not encroach upon the normal accommodation available for the ordinary public.

Sir, I wish here to make a personal note regarding the conditions prevailing in my province of Orissa. The famous Jagannath Temple at Puri attracts, during the car festival, thousands of pilgrims from all over India. They somehow find their way to this place of pilgrimage with or without tickets even in the scanty train service that exists now. It is I submit high time for the authorities to revive the old practice of running pilgrim special trains to carry these thousands of pilgrims that go to Puri particularly during the car festival. Sir, the least the Railways should do is to provide more third class compartments and particularly, to add one or two more compartments for women and children in every train. To relieve congestion, more trains must be introduced. During wartime the public of course had to tolerate anything. Now that the war is over, you must do something to meet their requirements and comforts.

Conditions of travel in the upper classes are not very much better than conditions in the third class travel commensurate with the big difference in fares. There is crowding also in the upper classes, sometimes, the conditions are most intolerable. Compartments are awfully dirty as has been referred to by my Honourable friend Mr. Griffiths. They are never cleaned and practically no heed is paid for reservations. Reference was made by my Honourable friend Mr. Griffiths to conditions prevailing in the Bengal and Assam Railway. But I am referring to conditions that prevail in the B. N. Railway and what I say is from personal experience. Very often one has to travel without lights and even without water in the bath-rooms. Bulbs are stolen and often resold to Railways. The doors never lock and the windows have attained absolute independence. Since there is no water, the question of a mirror does not arise. It is extremely wise on the part of the administration to have removed such mirrors as there were, as a costly superfluity. Berths are often made up of coarse canvas and to compensate for all these inconveniences, the carriages themselves, are so made that you are bound to keep awake all night. My Honourable friend Mr. Griffiths referred to cockroaches only but I wish to add something more. Due to eternal darkness in the compartments, not only cockroaches, but rats, bugs and an occasional scorpion (I have had personal experience of them) have made the compartments their permanent place of residence and are what might be called permanent ticketless travellers. There is nobody to listen to the complaints of the suffering passengers of any class, whether upper class or lower class. Officers take shelter under some rule or the other. They say that reports should be made to some officer or other, who is always talked about but is never to be seen. The guards and conductors of trains and other railway staff are absolutely callous and indifferent never worrying to do anything to look to the comforts or requirements of passengers. Honourable Members on the Treasury Bench, I believe, know all these difficulties but like wise men they prefer to turn their blind eye and travel mostly by air.

An Honourable Member: They travel by special saloons.

Raja Bahadur of Khallikote: Yes, they travel by luxuriously equipped saloons when there is so much suffering going on. I would invite them to travel?

[Raja Bahadur of Khallikote]

incognito without their red-robed chaprassies as ordinary passengers and it is only then that they can see for themselves the present day hardships of travel.

The wartime increase in the railway rates should cease in the case of third class and the old rates should be restored. There is no justification for the continuation of the increased rates after the war has ended and the poor third class passengers who suffered so much during the six years of war must be shown some consideration. There is no moral basis for the increased rates when you cannot restore even the old conveniences. As now all the railways have come under state control it is incumbent on the Government to devise a uniform system of railway rates

Mr. President: I must remind the Honourable Member that his time is up and he should conclude his remarks.

Raja Bahadur of Khallikoti:devise a uniform system of Railway Rates based upon harmonisation of the public interest, the interest of the State, the interest of the passengers and that of the employees. We must guard against the tendency to use the Railway as a fiscal expedient thereby ignoring the fundamental idea that railways constitute a public utility concern. Sir, I have some more matters to deal with but as my time is up I will conclude now.

Sreejut Rohini Kumar Chaudhuri (Assam Valley; Non-Muhammadan):

Sir, my Honourable friend the Leader of the House will have the generosity to admit that the entire policy of railway department and its execution has been so far in the hands of the European community and therefore the responsibility or the credit of the railway administration rests with the present rulers of our country. Sir, I do not have the good fortune of having trod on the soil of the rulers of our country, but I have it on very reliable and unimpeachable authority that the Englishman in his country travels in third class. Here in our country we very rarely witness any European or American or anyone who claims to have a drop of European or American blood in his veins travelling in third class. And there lies the whole secret of the management of the railway administration in this country. How is it possible that men of European and American birth, when they come to India, have not to travel in any class lower than second and how is it that most of the Indians have to travel third class. There lies the whole crux of the matter. That is the economic structure on which this country is being ruled and so long as that economic structure is not revised, it is hardly possible for us to expect any progress in the management of the railways of this country to our advantage. Sir, if my Honourable friend, the Leader of the House, has only heard one tenth of the curses and imprecations which are hurled at the Railway Department by the Indian passengers, he would have writhed in agony and pain in our presence. My Honourable friend the Leader of the House has the reputation of having had so far a very successful career. How is it that he has failed entirely and ignominiously in the administration of the railways of this country. I can assert it with all the emphasis that I can command that it is not due to any lack of capacity or abilities but it is due to his want of sympathy for the Indian passenger. May I in this connection ask him only one question? How is it that during the period of the War electric lamps and bulbs from the first and second class railway compartments were stolen. They are compartments in which most of his countrymen in India travel. How is it then that these bulbs were removed? How is it that the cushions and mattresses in the higher classes have been removed? Were they removed by the passengers? Is it possible to believe that the morality of our rulers had gone down so low as to prompt them to remove the bulbs and mattresses from the first and second class compartments? Or were they deliberately removed by the railway authorities? If they were removed by the railway authorities, why are they not restored now for the convenience of the passengers? That is a question on everybody's lips and that is a question to which I shall expect an answer from the Leader of the House.

I am not going to dwell on those dark days of the war when most of the trains used to run 24 hours behind the scheduled time; when 50 per cent. of the Indian passengers had to be left behind on the stations and they had to go without any food, because most of the food was taken away by the military forces which had passed through these stations. I am not referring to those conditions but I am referring to the present day conditions, six months after the war has actually ceased. The Honourable the Leader of the House had felt very much the want of a magic wand by which he could give us the minimum comforts which other countries enjoy. But I would ask him: is it necessary to have a magic wand to run the trains more regularly than now? Is it not a fact that most of the trains even now are three hours late at every station? Is it necessary to have a magic wand? I would ask my Honourable friend, to remove the crowding a little bit. Is it necessary, Sir, to have a magic wand to prevent the passengers even now from not riding on the roof of the compartments? I may say, Sir, I have it on reliable authority that even now in the Oudh and Tirhut Railway, which is now a State Railway and which Government has taken over from the B.N.W.R., the passengers are travelling on the roofs of the compartments. As regards the condition of third class in the Assam-Bengal and E.B.R. zone I would like the Honourable the Leader of the House to note that nowhere in lavatories is light to be found, that overcrowding is going on as before, that people have to fight with their fellow passengers in getting into third-class compartments, and when they get into them on the road-side stations somehow they have to stand all the night. The more fortunate passengers can stand on both the legs and the less fortunate ones have to stand on one leg while travelling in the train. And if, Sir, anybody can somehow squeeze himself into the lavatory it is extremely difficult for him to come out. Can you imagine, Sir, a man of my stature or the stature of the Honourable the Leader of the House—not to speak of that of my Honourable friend who spoke last, *viz.*, the Raja Bahadur of Khallikote, safely coming out of it? That is the condition still prevailing in the Railways.

Now there are some specific points to which I would like to draw the attention of the Honourable the Leader of the House. Very important lines which were suspended during the war have got to be immediately restored. The Habibganj-Saistaganj Railway, in Sylhet District in Assam should be restored as soon as possible. Then there is also the railway from Sibsagar to Khoncus. That should be restored as early as possible. Then there is the Bhagalpur Banshi line. There is an important station called Nathari where all this time the mail train stopped. But the stopping of the mail train ceased there only from 1944. Questions were asked on the floor of this House and a promise was given that the old system would be restored as early as possible but it has not been done as yet.

Then I have to bring to the notice of the Honourable the Leader of the House some of the specific grievances of some of the employees of the former Dibru Sadiya Railway which has now been taken over by B. & A. Railway. Some of these employees who belong to Dibrugarh have been transferred to Calcutta to their greatest inconvenience. In Calcutta the children of these employees, who are Assamese, cannot have their education. We do not see what the necessity was for transferring them at this stage.

As regards co-ordination, some of my friends have spoken and some others will no doubt speak on this after me. But I would like to draw the attention of the Honourable the Leader of the House to the condition of things prevailing in Gauhati. There, in order to cut the traffic of the bus owners a train runs almost every ten minutes so that no passenger can go to the bus owners. It would be desirable to abolish the running of buses altogether rather than have this kind of reckless competition which will ultimately ruin the bus services and put the public to great inconvenience.

Sir, I have stated practically all that I can say in the small margin of time allotted. But there is one aspect of the matter to which I have been asked by people of my province to draw a special attention. It is this. So far as

[Sreejut Rohini Kumar Chaudhuri]

representation in railway services is concerned, the people of Assam have absolutely *nil.* It may be said that in higher offices they are appointed on seniority and merit, but as regards other appointments they should have a chance. No question of competition arises in some of the posts, but still our people have not so far got any luck in services at the disposal of the Railway Department

Dr. Sir Zia Uddin Ahmad (United Provinces Southern Divisions: Muhamadan Rural): I first offer my personal gratitude and appreciation to all officers and servants of the Railway Department who successfully administered during the War to our railways under very heavy strain in spite of the fact that they were not personally benefitted by the abnormal income which they helped to earn. Before I developed my argument I would like to ask one simple question, namely, whether our Indian railways should be treated as a commercial concern or as services of public utility. My Honourable friend, Mr. Gole, tells me that they should be treated as a commercial concern. I would reply to him that he should then pay the income-tax, super-tax, excess profits tax and all the taxes which all the big companies have to pay. But all the taxes are evaded by saying that we are services of public utility and should, therefore, be exempted from all the taxes and at the same time to say that we are a commercial concern is not correct. You cannot have it both ways. On the one side you claim that you are a service of public utility and that you should be exempted from all these taxes and on the other side you demand that all the rules applicable to commercial concerns are to be applied to you. You are really neither the one nor the other, and you claim both. It is on account of this dual position that a large number of problems have arisen which we have to solve. Sir, on account of the purchase of all the Railways before time and on account of the boom which will be very likely followed by lean years, a number of problems have arisen which we really have to face and which we have to solve. Our problems now are much more difficult than the problems which Railway Administrations had to face after the last Great War in 1920. The Honourable Member himself mentioned some of them in his speech. He mentioned first the depreciation fund which really requires consideration. I would require about half an hour to develop the argument about this depreciation fund and so I leave it and refer to the book which I have published already. All I can say is that India is the only country which has got a depreciation fund of this type. How the figure of one sixtieth of the capital at charge is calculated I am at a loss to understand. Why not $\frac{1}{50}$, or

$\frac{1}{44}$ crores?

My friend next said that the depreciation fund is too small. It is really 14 per cent. of our gross income and 24 per cent. of our working expenses. This cannot be called small. But as my Honourable friend said, this requires very careful consideration.

Next comes the question of the revision of the convention. I agree that there should be a revision. I do not agree that the railway service should be only a service of public utility and should pay nothing to the general revenues and should be free from all taxes. I am strongly of opinion that we ought to make some consolidated contribution to the general revenues—a fixed and definite amount. The sub-clause in the convention of 1924 about the division of excess profits really leads to confusion and I think we ought to be more exact and definite in the contribution to general revenues. The convention of 1924 should be revised.

Then, about rates and fares, it is a much more difficult affair. While I was writing my book on Indian Railways I got stuck up at this problem, whether I should tackle the problem by considering the railways as a service of public utility or as a business concern. If it is considered as a public utility service, we should only charge as much as is required for its maintenance. You have no right to put in large reserves and big dividends in the pockets of shareholder.

You should attempt to earn only so much as is necessary. But it is neither the one nor the other.

There are however three points in rates which are very evident, although the whole problem requires very serious and scientific consideration. (1) For example, as was pointed out, there should be a flat rate for all railways: all railways are now State railways and their rates should be on the telescopic basis. (2) The same commodity should be put in the same class by all the railways. (3) Special rates should be minimised. These are the obvious things which every layman can consider. But rates and fares require very careful and scientific consideration—I cannot deal with them now. The old theory of charging as much as the traffic can bear is now obsolete, and we cannot apply this old dictum now.

Next, about the price of coal and level of wages. The wages are fixed in sympathy with the price level of food stuffs and clothing and therefore it is very difficult to take up one point apart from the other. Both of them require very careful consideration.

Then about the transport policy, it is no doubt very important. In great hurry we adopted the formula by backdoor methods, but it is now universally condemned from every quarter, irrespective of social position and of province. So it requires a good deal of revision. I am glad that we are discussing this question. In future we will have to consider not only the co-ordination of road and rail, but also of air and water in addition. These things will have to be considered and the problems will have to be faced. I am inclined to think that the first class traffic should be handed over to air and we should have only two classes on the railways—what is called Holz and Polz that is, wooden seats and seats with cushion. There should be only two classes, upper and lower, and not four as at present.

Sri M. Ananthasayanam Ayyangar: Why should there be even this difference?

Dr. Sir Zia Uddin Ahmad: Probably the world has not moved so far.—I wish we had only one class—I would rather have the same food and clothes for myself and my servant, sitting at the same table and sitting in the same compartment and enjoy common food. Of course this question also requires very careful consideration.

Now, since we have purchased all the railways, this grouping together of certain railways is a very important question.

There is another matter to which my Honourable friend has not referred and that is the question of strategic lines. If I get time I shall speak about this later on; but the way in which it is shown in the Budget statement is not right. I would suggest that in these matters a committee should be appointed of the type of the Acworth Committee. I have read very carefully the reports of fourteen committees that have been appointed by the Railway Board in the present century. There are only two committees who really made any contribution. One was Robertson Committee in 1901, who sent in a 30-page report and Lord Curzon was so angry that so much money had been spent for producing a mere 30-page report that the Railway Board promptly added something to it to make it more bulky. But I think these 30 pages were more important than the addition made by the Railway Board. The other committee was Acworth Committee. In this Committee we had fairly good representation of every shade of opinion. There were a number of dissenting minutes but on the whole the report is very good. We require some committee of this kind to consider all these matters and we must have a really first class Railway financial expert—never mind where you have to get him from, even from Mars if necessary—but we must have a really first class man to give us advice on railway finance, because I know that there are people in this country who may understand something about it, but Railway Finance has never been the subject of study anywhere. Therefore any help we can get from outside we ought to accept. The committee should be associated with experts, official and non-official I should like however to condemn one type of report and I hope he will

[Dr. Sir Zia Uddin Ahmad]

not follow that line, and that is the report of committees which they usually appoint in the Railway Board, consisting of a few of their officers, with an outside expert as chairman. But the report of a committee consisting of departmental officers with an outside expert as Chairman is an essay valuable to students or railway economics. The departmental officers get a certificate from the expert who is not acquainted with Indian conditions and who acts as a mouth-piece of the department to convince the Government in favour of their own proposals. I do not want a committee of this kind, as it really backs up the departmental views. We want a substantial committee who will formulate opinions on all the points I have mentioned.

As regards strategic lines, I wish this question is solved once for all. Here is a thing always put in the General Budget. Our contribution is one per cent. of the capital at charge, but here it is debited as 221 lakhs of rupees. This amount should be debited to Military budget or the so called strategic lines should be absorbed in general Railways.

An Honourable Member: He is not a mathematical genius.

Mr. President: I must remind the Honourable Member that he has only two minutes more to make up his fifteen minutes.

Dr. Sir Zia Uddin Ahmad: Then I will leave the matter for the present.

Then about appeals, they have been saying all the time that there must be persons of judicial mind appointed to listen to the appeals, attached to the Railway Board and to the General Managers. This has not been done, and I think the railway servants do not get fair justice because their appeals are not properly attended to.

As regards engines I was rather surprised in the list given to us that no addition of new engines has been provided for, neither by manufacture in India nor by purchases outside. We require very badly locomotives and also wagons and it is very desirable that additions should be made not only to our wagons and coaches but also to the locomotives. In the figure before me I see no addition to engines.

The Honourable Sir Edward Benthall: Would the Honourable Member like to import more engines?

Dr. Sir Zia Uddin Ahmad: I want more engines, preferably made in this country, if not import them. If there is delay I do not want that traffic should be handicapped for want of engines. Import them if we really want more. They could not be imported during the past years on account of the war difficulties and the need for making munitions but now things have changed. (*An Honourable Member:* "There are more engines now"). I think it is very desirable that we should have more engines and more rolling stock. My final words would be—*increase your rolling stock, increase your track and increase your traffic and pay your servants well so that they have contented life.* With these words I resume my seat.

Mr. Frank R. Anthony (Nominated Non-Official): Mr. President, I am glad I have at last caught your eye and got an opportunity of speaking on the Railway Budget. Up to now I have not heard a single word from any one which is connected even remotely with the condition of the railway worker. This is rather an amazing lacuna in this debate. Nobody is more sensible than I am of the appalling conditions under which the travelling public and particularly the third class travellers have had to travel under war time conditions but I would ask the House to consider before we indulge in any facile or over-ready criticism of the Railways the appalling disabilities under which the railways have had to operate in a period of unprecedented strain, suddenly imposed on them. The War Transport Member has had to face the most tremendous and unprecedented disabilities. In 1939 those of us who knew were aware that the rolling stock of the railways was not only inadequate but was completely

outworn. And yet immediately on the outbreak of hostilities, with their inadequate rolling stock, the railways had to carry an unprecedented War strain. The least we can do here is to express our appreciation of the vital work done by the railway worker. I am sorry the War Transport Member is not here. I would like to congratulate him, not entirely personally.

[At this stage the Honourable the War Transport Member entered the Chamber.]

The War Transport Member appears surprised, he is not used to congratulations from me. When I congratulate him I feel that I am also congratulating those people whose services are not usually appreciated—the ordinary railway workers. I do not want to hand unnecessary bouquets to the Railway Administration or the Railway Board. I believe on some occasions they are intensely stubborn and even stupid and very often unnecessarily intransigent. But I feel the War Transport Member must have presented his first Victory budget under a sense of gratification, if not under a sense of elation. He did have to face a tremendous task and I think he will be the first to pay tribute to the fact that that accomplishment was due entirely to the work of the ordinary railway worker. Today I would ask him to consider the needs of the ordinary railway worker but for whose toil and sweat I do not think the Railways could have carried on for more than a week, your railways which represented, literally the wheels of India's war machine.

I do not propose to engage in any analysis of the rather astronomical figures that have been indulged in nor shall I dabble in high finance. I am, today, concerned with the most important problem facing the Railway administration, the problem of railway labour. I expect the War Transport Member is aware of the extent to which there is serious unrest among railwaymen on every railway throughout India. I represent about 30,000 railwaymen. Even I was not aware of the widespread and deepseated extent of this unrest. A few weeks back I made a very widespread tour of the whole of South India. I realised then what serious unrest there was on all sections of the different railways. I would tell the War Transport Member that there is every reason for this unrest and I would ask him to re-orient the complex and outlook of the Railway Board in dealing with the requests of the Railwaymen. Today railway labour is prepared, and I say this without any qualification, to join any movement, however extreme, if it feels that it cannot otherwise get redress for its legitimate grievance. I speak for the saner and more balanced section of the railwaymen when I make an appeal to the War Transport Member to accept the reasonable requests of people like myself, because unless you accede to requests of people like us who do not strike or destroy merely for the sake of striking or destroying the time will come, in the not distant future when you will be forced to concede these demands. You will drive your best workers into the arms of every extremist union in this country. You will then be forced to accept uncompromising demands: you will be forced to give much more than what we are asking, you will be forced to give gracelessly much more than what we are now asking you to give gracefully. The bitter discontent that you find in the Railways today is quite justified, because the railway employee in the lower strata is being sweated and exploited. This is not merely a figure of speech or hyperbole. I am talking from personal experience. I know that members of my community who have got a reasonable degree of education, who have studied up to the matriculation or school certificate standard and who have joined the military railway operating units, who have qualified after four years of war as first class drivers have come back and they have been offered by way of civilian rehabilitation, employment on 6 annas a day. If you don't expect bitter resentment and reaction against this, I don't know what you can expect. This is an absolute fact. I know that on the South Indian Railway people who have studied up to the high school have come back from the army with certificates as first class drivers are being offered re-employment at 6 annas and 8 annas a day. And I am prepared to supply facts, to this effect, to the War Transport Member.

The Honourable Sir Edward Benthall: That is exclusive of dearness allowance and foodgrain concessions.

Mr. Frank R. Anthony: Still it is 6 annas or 8 annas a day as a basic wage. **The Honourable Sir Edward Benthall:** They get three times the salary inclusive of these concessions. The Honourable Member is giving misleading figures.

Mr. Frank R. Anthony: I hope the War Transport Member will not defend the present policy of sweating railway labour. Take the case of an Anglo-Indian who has studied up to the school certificate class. What do you offer in England to an Englishman who has gone up to the school certificate or the London matriculation standard. Do you offer him the equivalent of 8 d. or 9 d., together with foodgrains and dearness allowance. No, you do not. I would ask you to approach this matter in a mood of reasonableness. Don't perpetuate what is rightly regarded as the deliberate exploitation of the lower cadres of labour in this country. It is the source of the most bitter resentment and if you insist on it, you will reap a whirlwind of discontent. In this connection I would like to make a reference to the undue insistence by Railways on what I

A. P. M. regard as an unnecessarily high academic qualification. I am not one of those who believe that you should place a premium on ignorance, but at the same time, I do wish that you should not be overborne to the other extreme of making a fetish of academic qualifications. The Railways often advertise for posts carrying a starting salary of Rs. 40; the advertisement further states graduates only may apply. The whole thing is utterly absurd; How many of your European Railway officers would qualify under these advertisements, for a job on Rs. 40 a month? I do not say that they are not good officers. Surely, a degree is not a precondition to administrative ability or integrity. But why do you make it necessary for a man to have a degree to get a job on Rs. 40 in the railways? Why do you make it incumbent on a man to produce a school certificate or a matriculation certificate before he can be employed as a fireman? The fact of the matter is that these academic qualifications are no guarantee of the ability or integrity of the man who possesses these certificates. In the past you have not insisted on them. Within the last few years, however, you have introduced this policy of undue insistence on academic qualifications. For the Imperial Police, you recruit people in England who have passed the London Matriculation examination. By the same token, you ask a man in India who has passed an equivalent examination to accept the job of a fireman on Rs. 40 or Rs. 50 a month.

In this connection, Sir, I do not know what my Honourable friends the leaders of the Railway Unions think, but I would ask the Railway administration seriously to consider the restoration of the pre-1931 scales of pay. I know you will say and you will have some justification for saying that all these will lead to tremendous financial implications which you may not be able to meet. But in 1931, we were in the throes of one of the worst depressions: the cost of living had come down and living conditions had reached rock bottom and as a result of that, you introduced those revised scales of pay. But those revised scales of pay are completely out of time, with completely inappropriate as compared with the tremendous rise in the cost of living which does not seem to show any signs of going down. I believe the Posts and Telegraphs Department is considering the restoration of the pre-1931 level of scales of pay. *Pari passu*, I think every other Department of the Government of India, should address itself to similar considerations. I am glad that all the Railways have come under state management, because I believe that will now give you an opportunity, long overdue opportunity, of introducing uniform conditions with regard to pay, with regard to allowances and with regard to leave. The Honourable Member for War Transport perhaps knows as well as I do that these conditions vary very considerably from railway to railway. I know that he has argued very often that these variations are determined by the difference in the local conditions of living. But, I say, Sir, this is a very unsubstantial and very unconvincing argument. All the people serve the same administration, they do the same kind of work, they have the same qualifications, they naturally expect the same conditions of service.

Mr. President: I hope the Honourable Member will bring his remarks to a conclusion soon.

Mr. Frank R. Anthony: I shall do so as soon as I can. I should like to have ventilated many more grievances.

I should now like to refer to the very obsolete provisions of the State Railways Establishment Code concerning removal, enquiries and appeals. The Railways are the one Branch of the Government administration which in the matter of removal, appeals and enquiries insist on perpetuating rules which are a relic of a primitive period. Under these Rules, no railway man has any security of service. I hope I will have a chance of elaborating this on another occasion. Another matter which I should like you to address yourself to, is the rampant abuse today of the principle of selection. It is a salutary principle if worked properly, but the way in which you work this principle has opened the flood gates of nepotism and has created the greatest resentment in the minds of railwaymen in general.

Finally, Sir, I would remind the Honourable Member for War Transport that he, in common, with the administration is pledged to grant re-employment up to the extent of 70 per cent. to ex-soldiers. I, for one, would take a very poor view, to say the very least, apart from any other action I may take, if any attempt is made on the part of Government, as a result of pressure by Unions—I do not care whom—to renege from this promise. These men have rendered a very vital service to the country: you have promised that you will re-employ them to the extent of 70 per cent. I hope you will fulfil that promise and not go back upon it.

Mr. President: Before I call upon the Honourable Member, Mr. Satyapriya Banerjee to speak, I would request him to finish his speech within ten minutes. I propose to call on the Railway Member to reply at quarter past four.

Sree Satyapriya Banerjee (Chittagong and Rajshahi Divisions: Non-Muhammadan Rural): Sir, if I rise to speak at this far end of the debate, I do so not to praise the Honourable the War Transport Member, but to bury him, although Mr. Griffiths the leader of the European Group tried in a very vigorous speech to praise him. I have heard with interest and attention and also read the speech which he delivered the other day, but if I may permit myself the use of an extravagant metaphor I am constrained to say that his speech is like darkness attempting to illuminate light and it is no wonder, Sir, because darkness reigns supreme in the whole railway system throughout the length and breadth of the country, darkness on the platform, darkness in the compartments, darkness in the lavatories and darkness everywhere. Therefore, Sir, it was darkness that was trying to illuminate light. His speech contained pious wishes, extravagant promises but very little faithful performances. I say extravagant because the picture that he gave before us regarding third class coaches was nothing but extravagant and I say very little faithful performances, performances which should have gone a great way to appease discontent that is prevailing throughout the country. Much has been made out of the fact that state acquisition by Government of all major railways has been achieved. They say railways have been nationalised but the most important thing that matters—the only thing that counts—still remains to be done, *viz.*, the Government and the Railway Board have not yet been nationalised because the Government of India and its subordinate body, the Railway Board, responsible for the administration of the Railways, are tied to the imperialist yoke in Great Britain and are, so far as the matter is concerned, guilty of political nepotism and motivated by capitalistic greed.

[At this stage Mr. President vacated the Chair which was then occupied by Mr. Deputy President (Sir Mohammad Yamin Khan).]

It is said again that the railways are a business concern, an industrial undertaking. Quite so. But what is more, it is an instrument for service, service to the traders, to the passengers, service to the consumers and service in the form of employment to the common man. And I speak on this budget only with reference to the common man. The common man has been altogether forgotten by the Honourable Member in charge of Railways. Since the days of

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the Acworth Committee the amenities of the third class passengers have been continuously and systematically neglected, and the result is that there is overcrowding on the platform, overcrowding in the compartments, want of bathing facilities, want of provision for adequate catering, want of shades and waiting rooms on the platform etc. and I have seen the scene of passengers sitting on the roof of the compartments and then having their journey through.

Sir, my time is very short and therefore I will confine myself to the demands of labour. As my Honourable friend Mr. Anthony has just remarked, the whole of the labour population on the railways is dissatisfied. They, it is frankly admitted, won the victory but they would also like to win the peace, but the Honourable the Transport Member stands in the way. He has held out before them the prospect of starvation by sacking them. What they want is, no retrenchment, shorter hours of work and revision of scales of pay. They have through the Railwaymen's Federation submitted their grievances for redress and if you do not want to redress their grievances, put them before an adjudicator; you can have your case placed before him and the workers on their side can place their case before him and the whole thing can be thoroughly discussed and a decision agreeable to both the parties can be reached. But the Honourable Transport Member is perfectly silent. I on behalf of the Congress Party to which I have the honour to belong utter a note of warning that if there is a general strike on the Railways it will be as a result of the callousness of the Transport Member and the Railway Board and if they rise, they rise to meet the threat of starvation held out by the Transport Member, they rise because they feel they have reached the limit of human patience, because they feel that obedience to the detested tyranny of Government means rebellion to the voice of conscience and progressive forces of society and history. Sir, human power is a trust for human benefit and if you abuse the power, revolt becomes justice and I may add, the bounden duty of the injured and the responsibility will be yours. With this note of warning I conclude.

The Honourable Sir Edward Benthall: Sir, it is always, I find, very difficult to reply to a debate of this sort. There have been, I suppose, a dozen speakers, each raising perhaps ten subjects; and in the short time at my disposal I must therefore endeavour to cover perhaps 120 points. Obviously it is impossible to do that with any satisfaction, and I will, therefore, try just to cover as many as I can,—those that particularly struck me,—and leave the others over for a further occasion. If I omit any points it is merely because I cannot cover them all, and I am afraid in consequence also anything that I say must be of rather a disjointed nature, and some of the points may perhaps be dealt with a little sketchily; but I will do my best to cover as many of the points that have been raised by Honourable Members as I can.

First of all I should like to make one general observation and that is to remark on the absence of comment on the financial proposals in the Budget as a whole. There has been in the last two or three hours extremely little comment on the financial aspects and from that I must conclude that, so far as those aspects are concerned, speakers have found it difficult to pick holes in the proposals put before them and that therefore, there is not a very great deal of dissent. There is, of course, a great deal of comment on various aspects of railway administration, and these are the points which I will particularly deal with in the first place, and then when coming to the end of my speech I will return to the financial aspects which seem to be most important.

The first point that I should like to make is in connection with the one raised by my Honourable friend from Calcutta, Mr. Muhammad Ismail, and it is a point which I should like once again to take an opportunity to scotch, because it is not only made by my Honourable friend but also by prominent persons outside. My Honourable friend remarked that during the 1943 famine in Calcutta luxuries were moving to Calcutta when trains might have been used for the movement of foodgrains.

Mr. Manu Subedar: What about race-horses?

The Honourable Sir Edward Benthall: I am very glad race-horses have been mentioned, because that is precisely the point upon which I wanted to touch. That point has been made by prominent persons outside and it was made by American Senators at the time in America in order to denigrate the administration here. Sir, the Woodhead report went carefully into this question and any one who has read it will appreciate that there is not one word of criticism or condemnation of the railways or the priority system for what happened in Bengal in 1948. That is a fact. The truth of the matter is that not one ton less of foodgrains moved to Calcutta, in spite of the fact that one railway was washed away.

Mr. Sasanka Sekhar Sanyal (Presidency Division: Non-Muhammadan Rural): Sir, on a point of information, is it a fact that at Jessore railway station huge loads of rice were stacked and could not be moved to the affected areas for want of transport workers?

The Honourable Sir Edward Benthall: I will answer that now. That rice was under the control of the local administration and its movement was not then required by them. That was gone into here at great length at the time. But to revert to the problem as a whole, the railways at that time moved all the grain that was necessary into Calcutta and it was the difficulty of moving it on and distributing it locally which caused the trouble; but that was in no way the fault of the railways. As regards the movement of horses, horses which moved in horse-boxes on parcels trains and passenger trains, it made no difference whatsoever to the movement of foodgrains. As I said, not one ton less moved into Calcutta on that account, and precisely the same conditions prevail today. As I said in 1942, soon after taking over, the people's food is a matter of the highest priority with us and if it is offered for movement, it will be moved. In the difficult times before us the people's food will have the highest priority and the railways will move it.

My Honourable friend, Mr. Ayyangar, and the Deputy President made a point that India should, as far as possible, be self-sufficient in the construction of engines, wagons, coaches and all other stores required by the railways: They made the point that before the War there used to be seasonal shortage of wagons, and I think they enquired whether we had enough wagons now, and whether the wagon capacity of the country is adequate for our requirements. In our opinion, the wagon capacity of the country which is now 800 wagons a month is adequate for our requirements, and for next year, owing to the number which are coming forward from outside, we did not think it necessary to place orders for more than about 4100 general service wagons. But more than that could be placed on the industry and if it were necessary to get more, I think the industry could certainly tackle them as they have tackled them during the war. I think you can take it that the country is self-supporting in wagons.

One of the problems which we had to consider immediately on the cessation of the war was whether to cancel orders for the Canadian and United Kingdom wagons which we had ordered. It was tempting to try to do so, but we did not do so for two reasons. First of all, construction of the wagons had proceeded so far that the cancellation charges would have been very heavy and, secondly, we took the view that there was quite a probability that if post-war plans of industrial and other expansion which were in hand materialized, then we should require those wagons and, as it has turned out, that has been fully justified. We have allowed those wagons to come forward and the congestion of traffic just at the moment, which is the busy season, is such that we can do with every one of them.

Sri. M. Ananthasayanam Ayyangar: The Honourable Member may know what percentage of goods traffic will go down next year.

The Honourable Sir Edward Benthall: I wish I could tell the Honourable Member. It is largely a matter of guess work, but I will come to the traffic position again in a minute.

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On the subject of engines, I was asked for details of the dates of production, and the number of engines which we shall require and the numbers which the projected workshops would turn out. As to the number, we shall need round about 200 engines per year, broad and metre gauge; I think the proportion is about 160 broad and 40 metre gauge—any way about 200 in all. It is proposed that the Kanchrapara works will turn out 80 and singbhum works in the initial stages of plan will turn out 50, making a total of 130, and, as I said in reply to a question, the question of the initiation and location of a third shop will depend upon a number of factors such as the degree to which we go in for electrification, because we could not in the first place build electric locomotives in this country, and the extent to which we go in for Diesel engines. Taking these factors into account and also the fact that the Singbhum works at Tata-nagar may be able to build another 30, it is probably best for the time being not to start on the third works until we can see more clearly what our precise requirements will be, and what we are likely to get out of the two projected works.

Sri M. Ananthasayanam Ayyangar: Cannot the Ajmer works be improved?

The Honourable Sir Edward Benthall: In Ajmer works we are turning out 20 XT locomotives for the North-Western Railway—tank locomotives—but the Ajmer Works, as they exist at present, are not really suitable for the building of locomotives other than in what I may call 'job lots'.

As regards the time when these locomotives may be expected, the arrangement with Tatas is that they are expected, to produce blue-prints of the locomotive construction works by October 1946 and their delivery date for engines is two years after that. As in the case of the Tata works, all the machinery for Kanchrapara works will not arrive until 1948. Part construction of locomotives can go on in the meantime, but we cannot expect any production until say at the end of 1948 or 1949. At Kanchrapara, as I just mentioned in my budget speech, there are difficulties in getting ahead because of the heavy programme of permanent overhauls which are necessary owing to the heavy amount of work which has fallen on the engines, particularly on that line, during the war. We have got to arrange for the overhaul of locomotives and the construction of new locomotives to go on at the same time and it is obviously necessary at the present moment not to lose time on the overhaul of the over-worked engines which have been strained in the war.

Sri M. Ananthasayanam Ayyangar: We wanted to know what the estimated cost of Kanchrapara workshop will be when it is completed.

The Honourable Sir Edward Benthall: I will find out, but I shall require notice of that.

My Honourable friend, Mr. Ayyangar, suggested that we should acquire new coal fields and make the railways entirely self-sufficient in coal. That I think is also a recommendation of the Standing Finance Committee. It is of course one that we will go into, but it is obviously one which requires a great deal of consideration because it will have a most serious affect on the coal trade as a whole. The Deputy President of the House suggested, that high coal prices were fixed for the benefit of the large collieries. The coal prices are not fixed by the Railway Board; they are fixed by Government as a whole, and what I wished to convey in my budget speech was that while we naturally want to see coal prices come down, we want to see them come down gradually and we do not want to force them down to starvation levels, such as existed before the war, which resulted in forcing collieries to work uneconomically to the detriment of the coal position of the country. The result of that policy showed up in the war when we had great difficulty in meeting the coal requirements of the country. But the whole coal policy of the Government is on the anvil. A coal committee has been set up to go into all these questions, and I do not think one can properly settle either the colliery ownership problem or the price problem until that committee has reported.

Several Members suggested that the catering position needed overhauling and that it ought to be done departmentally. That is also, I think, the recommendation of the Standing Finance Committee. I am not quite clear whether all the speakers today or the Standing Finance Committee intended to refer also to vendors on stations and vendors of aerated waters and so on.

Sri M. Ananthasayanam Ayyangar: It includes everything.

The Honourable Sir Edward Benthall: It includes everybody. I do not think I need deal with that here in detail because that is one of the subjects I had in mind for discussion on the Central Advisory Council for Railways on which of course the Standing Finance Committee Members sit. So the Committee of the House will have an opportunity of examining that question as thoroughly as they wish.

I do not think I need dwell at length at the moment on the question of railroad co-ordination. I was extremely interested in Mr. Ayyangar's opening speech on the subject in which he made it perfectly clear that his policy, the policy for which he stood and I presume also his Party, was provincial nationalisation. That is provincial ownership of road transport. That of course is quite a different policy to the one his Party agreed to last year, and I do not think I need go into it further because I understand it will come up in a cut motion in the next few days and it will be better to review the thing thoroughly on that rather than deal with it piecemeal today.

Several speakers touched on the question of the undertaking by Government to find openings in the railways for ex-servicemen. That undertaking was given not by the Railway Department only but by Government as a whole way back in the early days of the war as an encouragement to recruitment and in order, from the point of view of justice, that men who might have taken jobs in the railways or in other departments of Government should not be debarred from doing so at the end of the war by the fact that someone who did not go to the war had slipped into their place. Well, it seems to me a perfectly sound line for Government to take and perfectly just to the soldiers and I was very glad to hear Mr. Anthony saying so. But of course it does create difficulties for us in the Railway Department and it creates difficulty for the railwaymen. As I have often said, I consider the railwaymen have done an extremely good war job and it is difficult to ask them to give way to soldiers. But I do not look at it quite so gloomily as that for two reasons. First of all in the course of the war, no less than 145,000 railwaymen became soldiers. They joined the Defence of India Units and became military men and therefore qualified as soldiers for employment in the railways as soldiers. (Interruption.)

Mr. Deputy President (Sir Mohammad Yamin Khan): Order, order. The Honourable Member should not disturb the House.

The Honourable Sir Edward Benthall: I think on the whole I had better not go into the details of it. They would take some time but, in brief, there is a good chance of perhaps 25,000 such men, one way or another finding employment in the railways against the 77,000 permanent posts which we filled during the war. That the whole of the 77,000 posts cannot be filled is obvious because while the 77,000 permanent posts which were filled temporarily during the war are spread all over India, the Defence of India Units were concentrated only in Bengal and Southern India. As a rule men who work on the railways in Bengal would not be willing to go to other provinces to find work and that is a limiting factor in transferring men who have served in the Defence of India Units as soldiers to the railways in other parts of India.

Mr. Griffiths said: How do you propose to absorb all these men and prevent unemployment? Well, the main answer is by two means: keep up the traffic and get busy with rehabilitation. Today as it happens I have just received the traffic review of the position in the middle of February. The position today is that the railways as regards the movement of freight are just as busy as they have ever been. We are actually moving three per cent. more traffic than last

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year: take the North Western Railway; in January 1946 they loaded 96,760 wagons, i.e., 3,121 wagons a day, compared with 89,000 or 2,871 wagons a day last year. The same applies to the G. I. P. Railway. There are traffic difficulties on the East Indian Railway otherwise the figures would be higher. Generally speaking, the position to-day is that more goods traffic is moving than before and that is due to the movement of various high priority traffic such as coal, foodgrains and so on. The coal target at nearly 3,200 wagons per day from the Bengal and Bihar coalfields is the highest target we have set ourselves since I have been out here. The result of the pressure of this high priority traffic is that low priority traffic is bound to suffer and that is why certain of the commodities to which my friend Sir Yamin Khan referred, e.g., hides and glassware and cottage industries are, I think, suffering at the moment. That is why it is necessary to keep on priority control to ensure that it is the most essential goods which move. But if that high rate of traffic continues and a high rate of passenger traffic continues then it is obvious that the traffic staff should be very fully employed.

As regards rehabilitation I think there is little doubt that all the shop labour will be brought into full employment for some years to come in various classes of rehabilitation work. As regards construction, the position is a little difficult, because you do not require the station master or the traffic officer until the railway is opened, so that the employment there will be rather of labouring classes and less in the way of trained railway men.

Mr. Anthony said that we must pay attention to the legitimate grievances and the reasonable requests of such moderate people like himself. He asked for increase in the lowest grades, particularly on the South Indian Railway and for a reconsideration of the revised scales of pay. Mr. Griffiths said that he would like to know a little more about the new Commission which is going to examine such problems. I would point out to Mr. Anthony that all these problems have for sometime been under consideration in the railways and will now come under the full and proper consideration of this new commission. But I cannot tell Mr. Griffiths more about the nature of that commission, because it is a question which, I think, he should address to the Finance Department, who will be dealing with it, as it is a commission which covers all departments.

Several questions were asked about postwar plans and in particular about carriages or coaches for third class travel. I said that I could not produce these coaches by the wave of a magic wand and that is a fact. But my Honourable friend, Miss Kara, who spoke so eloquently and sincerely suggested that that is perhaps a programme which might never materialise. This programme which I have set out in some detail in my budget speech is a definite programme to which we hope to adhere and we hope to commence as soon as ever we can. We have altogether on the broad gauge 9,970 bogie coaches and 2,730 four wheelers. The programme involves building 820 broad and metre gauge coaches a year costing about four crores of rupees. This yearly programme is to replace old coaches over a period of 13 or 14 years. The programme exceeds the capacity of the Railway workshops as they exist today and therefore it will be necessary either to increase the building capacity of the railway workshops or to place orders outside with engineering works. In this connection I might mention that we are endeavouring to get sample coaches of all-metal construction built outside. Before we can place large bulk orders for them, we have to carry out destruction tests to see that they will stand up to the work. It might be argued: why do we spread the programme over such a long period of 13 or 14 years? The answer is of course if you set up additional capacity to build double that number of coaches every year, you will finish it in six years after which the shops will be out of work, which is not a very sensible programme. On the other hand it seems a more sensible course to try and build them in this country over a longer period and during that period to provide steady work for the workers. But that programme of construction

will commence as soon as ever we can. In fact it is commencing on the new underframes which we are getting from Australia and on such frames as we have got in the shops, although those that are being turned out at the present moment are not of the latest pattern which I described in my budget speech.

My Honourable friend Miss Nara thought that our budget was rather humdrum and not sufficiently expansionist and that we ought to push our railways into the villages. As I explained last year, it is my belief that pushing out into the villages should on the whole be done by roads, by lorries and buses rather than by branch lines. That does not mean that there are not many places where branch lines are necessary but I think the main expansion of transport in India in the next few years is likely to come and should come, on the roads.

As regards passenger traffic, I must say that the unfavourable experiences of my Honourable friends, the Maharajkumar of Vizianagaram and the Raja Bahadur of Khallikote (they seem apparently to travel in the third class) were harrowing. I must say that I could not quite understand why my Honourable friend the Raja Bahadur said that it did not matter whether there was a mirror or not in the bath room, because there was no water. Perhaps he likes admiring himself in a mirror while having a bath. After bearing his experiences I wondered why he did not stay at home! My friend, who is now sitting in the Deputy President's seat, said that there has been no improvement in transport since the war ended. That is not correct. There are now 39,000 more train miles every day.

Raja Bahadur of Khallikote: I was referring to the Bengal Nagpur Railway.

The Honourable Sir Edward Benthall: Even there we have added extra trains.

Somebody asked what has happened to the military coaches, where are they, are they in India or have they gone abroad? The answer is that they are here in this country, that they are still being used by the military for repatriation and demobilisation.

An Honourable Member: The Kashmir Special still goes from Calcutta to Kashmir.

The Honourable Sir Edward Benthall: It goes from Calcutta to Rawalpindi, taking the soldiers back to their homes. Repatriation is going on at the rate of 50,000 a month and the demobilisation figures are much greater. It is obvious that to cope with this volume of work there must be special trains. That is why we have not got the stock back. We shall not get them back in large quantity till after the end of April and thereafter we hope to get them back steadily and we shall put them on to trains as soon as we can get the stock back and of course renovated for civilian use.

A number of remarks were made about the cleaning of carriages and the suggestion was made that the war should no longer be made an excuse for failure to improve matters. The difficulty in the problem of cleaning the carriages is accentuated by the shortage of carriages. When you have got a limited amount of stock you have to run it as often as you can and you cannot keep it at the termini for the purpose of cleaning. Nor, when the train is running full, can you ask the passengers to get down so that the carriages might be cleaned. It is extremely difficult in passenger trains in times of congestion to get the cleanliness, but it has, I think, improved. Turning now to the European cockroaches, we have made special efforts to increase the quantity of D.D.T. which is now becoming commercially available in considerable quantities. We have got a Medical Committee sitting on the use of these disinfectants and studying them scientifically. We believe that impregnation of paint with D.D.T. will help keep these insects under control.

The point was also made by one or two speakers that we should endeavour to control crowds. Well, a certain amount of course is done, as for instance Howrah station, at the booking offices and so on. But I think getting the queue habit is really a question of education, if I may say so. I believe that in Bombay there has been a very considerable development of the queue habit in

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the war, and if you could persuade people to adopt it, it would be a solution of the problem. But you cannot enforce it because, if you instal barriers or turn-tiles, you generally get complaints made to or by the local advisory committees.

As regards lighting I have not time to give figures, but we are now definitely getting fresh supplies of bulbs although we were a lakh and a quarter short last year. We hope if everything comes forward, as it should, we should be definitely on the right side this year. People ask, I think the Honourable Member from Assam asked, why it is so bad up there. The answer is on the B. A. Railway, whereas before the war we used to replace a thousand bulbs for every thousand in use, that is instead of replacing once a year, we have now to replace some twelve times in the year, and that because they are stolen. That is the worst affected area.

I would now like to touch on the financial questions. Sir, you said that we are faced all of a sudden with a decline in our receipts of Rs. 48 crores. I submit there was no question of "all of a sudden" because two years ago I clearly indicated that with the slowing down of military traffic there was bound to be a fall of very serious dimensions. But I agree with you, Sir, that if we are not careful and if the tendency were to go on, we might find ourselves in a few years time back where we were five years ago in our finance. And one of the main objects of my Budget speech was to emphasise the point which you, Sir, made that our finances do stand now at a very critical stage. I believe that the betterment fund which we are creating is a sound method because it enables the Railway Board to have certain funds which it knows it will be able to spend, and the Board also knows it will be able to plan ahead and not merely plan from year to year. As regards the depreciation fund my friend, Sir Ziauddin, considers that it is too much and my friend, Mr. Vadilal Lalubhai says it is too little. Who shall decide when such experts disagree? We think that the depreciation fund is by no means too great and in fact it will rather be insufficient for replacements in the next few years.

I must rub in once more what I think to be the main lesson of this budget. We now have got to come out of the cloud land in which we have been living in the war and have to get down to very hard realities. Somebody said this budget is a signal of contraction and a warning. It should, I think, be a warning to warm-hearted members who want greater amenities for labour and for third-class passengers and for everybody else. The budget figures show what funds we are likely to have available in the future. I shall mention in very round figures what the demands of the All-India Railwaymen's Federation would mean in terms of crores. If we agreed to the demands which were made at their Moghulserai meeting at the end of November, we should require Rs. 57 crores per annum more to meet the scales of pay which they demand and another Rs. 21 crores to meet the additional dearness allowance which they ask for. In other words the figures which they asked for in November amount to an additional Rs. 78 crores. Where is this to come from? I do not think those demands were really serious. Certainly if he had been in possession of the budget figures which he is now in possession of, no responsible leader could put them forward unless he was prepared to demand simultaneously a very substantial increase in the rates and fares. And that, Sir, is what it boils down to. If you are going to be generous to the railway staff, then the public have got to pay for it either in the form of increased rates or increased fares. It seems to me that the logic of what I said in the closing pages of my budget speech can lead to no other conclusion; and therefore, Sir, when Honourable Members are considering these matters I hope they will make their own calculations and see whether what I have said does not give in fact a true picture of the very serious problems which we are now facing. If I have been successful in getting that one point home, then I think that will be something achieved in my budget speech. Sir, I have finished.

The Assembly then adjourned till Eleven of the Clock on Thursday, the 21st February, 1946.