

8th February 1945

THE
LEGISLATIVE ASSEMBLY DEBATES
Official Report

Volume I, 1945

(8th February to 23rd February, 1945)

TWENTY-SECOND SESSION
OF THE
FIFTH LEGISLATIVE ASSEMBLY,
1945



LEGISLATIVE ASSEMBLY

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The Honourable Sir ABDUR BAKIR, K.C.S.I.

Deputy President :

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Panel of Chairmen :

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Syed GHULAM BHIK NAIRANG, M.L.A.

Mr. K. C. NEOGY, M.L.A.

Sir HENRY RICHARDSON, M.L.A.

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Assistants of the Secretary :

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Khan Bahadur S. G. HASNAIN.

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Captain HAJI SARDAR NUR AHMAD KHAN, M.C., I.O.M., I.A.

Committee on Petitions :

Mr. AKHIL CHANDRA DATTA, M.L.A. (*Chairman*).

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Mr. GOVIND V. DESHMUKH, M.L.A.

Mr. N. M. JOSHI, M.L.A.

Sardar SANT SINGH, M.L.A.

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(OFFICIAL REPORT OF THE TWENTY-SECOND SESSION OF THE
FIFTH LEGISLATIVE ASSEMBLY.)

VOLUME I—1945

LEGISLATIVE ASSEMBLY

Thursday, 8th February, 1945

The Assembly met in the Assembly Chamber of the Council House in New Delhi, at Eleven of the Clock, being the First Day of the Twenty-Second Session of the Fifth Legislative Assembly, pursuant to Section 63-D (2) of the Government of India Act, as set out in the Ninth Schedule to the Government of India Act, 1935. Mr. President (The Honourable Sir Abdur Rahim, K.C.S.I.) was in the Chair.

MEMBERS SWORN:

Mr. Geoffrey W. Tyson, M.L.A. (Bengal: European); and
Sir Gurunath Venkatesh Bewoor, M.L.A. (Secretary, Posts and Air Department).

STARRED QUESTIONS AND ANSWERS

(a) ORAL ANSWERS

CONCLUSIONS OF THE POSTAL SALARY ENQUIRY COMMITTEE

1. ***Mr. Lalchand Navalrai:** (a) Will the Secretary for Posts and Air be pleased to state if the Postal Salary Enquiry Committee have finished their deliberations and come to any conclusion following certain representations received from the Postmen's Unions and Post Offices Staff Unions? If so, what are their conclusions?

(b) Do Government propose to implement the findings of the aforesaid committee, and how far do they meet with the demands made by the aforesaid Unions?

Sir Gurunath Bewoor: (a) Presumably the Honourable Member refers to the Committee of Enquiry set up in Bombay. The report of the Committee has not yet been received by Government.

(b) Does not arise.

Mr. Lalchand Navalrai: May I know when was the report due? Was any time fixed for its publication?

Sir Gurunath Bewoor: The Committee was appointed late in November and they were asked to submit their report as soon as practicable. We have recently asked them to expedite their report.

Mr. G. Rangiah Naidu: May I know whether the findings of this Committee are going to be applied to all the provinces of the country?

Sir Gurunath Bewoor: Though the Committee's inquiry is limited to the Bombay Presidency and to the class of postmen and lower grade staff, any steps taken, based on their findings would generally be made applicable to the whole of India and to all classes of staff.

Mr. G. Rangiah Naidu: Is it not a fact that the Government have announced that the findings of this Committee are going to be applied to all the provinces?

Sir Gurunath Bewoor: I have said exactly that.

RAILWAY ACCIDENT NEAR BEHEA RAILWAY STATION

2. ***Dr. Sir Zia Uddin Ahmad:** (a) Will the Honourable the Railway Member be pleased to make a statement about the accident which took place on the East Indian Railway on the morning of the 23rd of November, 1944, near Behea Station?

- (b) What was the cause of the accident?
 (c) Was it due to the defect in track?
 (d) How many passengers were in the train, how many injured, and how many died?
 (e) Will the Honourable Member lay on the table the report of the Government Inspector about this accident?
 (f) Is it not a fact that the driver of the train which passed this particular point just before the accident reported at the next station about the jerk which he felt? If so, what action did the Railway Administration take on the report of the driver?
 (g) Will the Honourable Member mention the exact words of the report of the driver?

The Honourable Sir Edward Benthall: (a) On 23rd November 1944 at about 0.43 hours whilst No. 6 Down Punjab Mail (ex-Saharanpur to Howrah) with a load of 12 bogies was travelling on the Down line between Behea and Karisath the engine and six leading coaches were derailed at a point about 30 ft. on the west side of the west abutment of Bridge No. 248. The engine went down the embankment and after travelling about 300 ft. capsized on its left side and embedded itself in a swamp. The six leading coaches also went down the embankment, capsized on their left and were badly smashed up. The seventh vehicle, a bogie Postal Van was derailed of all pairs of wheels and was leaning precariously on its left side. Only the left leading wheel of the front bogie of the eighth coach was derailed. The remaining carriages remained on the rails.

(b) The removal of a left hand rail in the down track by some persons unknown.

(c) No.

(d) It is estimated that there were about 640 passengers in the train. Eight were killed and 88 were injured, ten cases being serious.

(e) The publication of the Government Inspector's Report is a matter for the consideration and decision of the Posts and Air Department.

(f) The reply to the first part is in the negative. The second does not arise.

(g) As no report was made by the driver this does not arise.

Mr. Lalchand Navalrai: May I know if this train was late at some previous station and that the speed was excessive at the time when it was derailed?

The Honourable Sir Edward Benthall: I forget whether the train was late at the previous station—I think it was; but the question of speed was gone into very carefully by the Government Inspector and there was no definite evidence at all that an excessive speed was being followed. Apart from that, the quality of the coal which the Railways are getting on the Mail trains is not such as to enable the engines to develop excessive speed.

Mr. Lalchand Navalrai: I do not know whether the Railway authorities have examined the passengers who said that previous to this derailment there was great jolting and shaking and people got nervous. May I know if any passengers were examined and was any such evidence tendered?

The Honourable Sir Edward Benthall: All the passengers who were available to give evidence were examined, and, so far as I recollect from the report, there was no substantial evidence to that effect.

Mr. Badri Dutt Pande: I think the Honourable Member said that the report will be published by the Posts and Air Department. If so, why is that Department going to publish that report and not the Railway Department?

The Honourable Sir Edward Benthall: The Honourable Member clearly does not know the organisation. The Government Inspector of Railways is not under the Railway Department. He is under an independent Department, the Posts and Air Department, in order that the reports by that Inspectorate may not be in any way prejudiced. Therefore, it is up to the Posts and Air Department to decide whether they would publish the reports of officers of their own Department.

Mr. Lalchand Navalrai: Is it not a fact that on previous occasions when there were collisions or accidents on the East Indian Railway they were always or mostly due to sabotage?

The Honourable Sir Edward Benthall: No, Sir; that is not a fact. But in this case it was a perfectly clear case of sabotage because one of the rails had been removed 12 inches inside the line of track and the fish plates and the bolts had been extracted undamaged.

Mr. Lalchand Navalrai: Was any judicial inquiry made?

The Honourable Sir Edward Benthall: An inquiry was made by the Government Inspector of Railways whose duty it is to make these inquiries. The Provincial Government also satisfied themselves that this was a fact.

Mr. Lalchand Navalrai: Government may be satisfied, but for the public satisfaction will the Honourable Member now order a Judicial inquiry to be made?

The Honourable Sir Edward Benthall: No, Sir.

Mr. Lalchand Navalrai: Why not?

The Honourable Sir Edward Benthall: Because the procedure which has been set up for inquiring into these incidents has been followed.

Mr. Lalchand Navalrai: Is there any prohibition to any Judicial inquiry being made?

The Honourable Sir Edward Benthall: Yes, Sir. I do not propose to support the idea.

Dr. Sir Zia Uddin Ahmad: Has the Government of India taken any action to inquire from the Provincial Government whether they have taken such action as to prevent the repetition of these accidents?

The Honourable Sir Edward Benthall: Yes, Sir. The Provincial Government are consistently taking action to try to prevent these cases of sabotage.

REMOVAL OF DISABILITIES AFFECTING INDIANS IN UNITED STATES OF AMERICA

3. ***Sardar Mangal Singh:** (a) Will the Foreign Secretary please state what progress has been made in the efforts to remove disabilities and restrictions affecting Indians in the United States of America since November last?

(b) When is this matter expected to be decided finally? What is the real hitch in the matter?

Sir Olaf Caroe: (a) The latest information available to the Government of India is that six fresh Bills for the grant to Indians in greater or less degree of citizenship rights and rights of entry in and to the United States have been introduced in the House of Representatives and the Senate, the Bills previously introduced having lapsed with the dissolution of Congress at the recent elections. All these Bills have been referred to the appropriate Committees of the Legislature.

(b) The Government of India are unable to say when the matter can be expected to be decided finally but the Agent General has impressed on the American Government the desirability of speedy action. Except in so far as the previous Bills lapsed with the life of the last Session of Congress the Government of India are not aware that there is any hitch.

Sardar Mangal Singh: May I know whether it is a private Member's Bill or a Government Bill?

Sir Olaf Caroe: The Honourable Member may not be aware that the Government of United States do not introduce Bills into their legislature; all Bills are introduced by private Members.

Mr. Abdul Qaiyum: May I know if these Bills seek to confer citizenship rights on Indians already in United States or on all those who will enter the States in future?

Sir Olaf Caroe: Some do and some do not. It is a very complicated question. It is important to differentiate between rights of naturalisation or citizenship on the one hand and rights of entry or immigration on the other. Some of these Bills only seek to confer rights of citizenship on those Indians who are already

in U.S.A., and our Agent General, on instructions, has brought to the notice of the State Department that that is not what India expects. India expects not only that, but also to be placed on the same footing as China as regards entry of a quota.

Sardar Mangal Singh: May I know whether the Government of U.S.A., referred this matter to the Government of India before the war in 1939 and whether the Government of India took seven months to reply and said that these Bills might be postponed till after the war?

Sir Olaf Caroe: I do not know where the Honourable Member got that information. I never heard about it before.

Sardar Mangal Singh: I got the information from the Press interview of a gentleman who recently returned from America.

Sir Olaf Caroe: I think that gentleman who recently returned must have been misinformed.

Mr. T. S. Avinashilingam Chettiar: May I know if the introduction of these Bills is due to any Government efforts or due to the agitation or initiative of Indians at present resident in U.S.A.?

Sir Olaf Caroe: I do not know why the Honourable Member calls it agitation. It is quite natural that India should wish to obtain citizenship rights and, rights of entry. Naturally Indians not only in America but also in India have been working to obtain this objective and the Government of India have also taken the initiative and on instructions from the Government here, so has the Agent General done.

Mr. K. C. Neogy: When did the Government of India take the initiative in this matter?

Sir Olaf Caroe: The Government of India took the initiative since the Government of U.S.A., passed an Act conferring these rights on the Chinese.

Mr. Lalchand Navalrai: May I know if it is proposed to give citizenship rights to Indians by quotas, that is bit by bit? If so, what is that quota and how long will that quota system continue?

Sir Olaf Caroe: I think my Honourable friend has fallen into the same confusion about which I just now gave a warning. He has mixed up citizenship with immigration.

Mr. M. Ghiasuddin: May I know if it is a fact that if these Bills are enacted into law, they will allow no more than 70 Indians per year to enter U.S.A.?

Sir Olaf Caroe: I believe the number is 75.

NEGOTIATIONS WITH MESSRS. TATAS RE MANUFACTURE OF LOCOMOTIVES

4. *Sardar Mangal Singh: Will the Honourable the Railway Member please state:

(a) whether the negotiations with Messrs. Tatas regarding the manufacture of locomotives have been finalised;

(b) if the answer to (a) above be in the affirmative, what the terms of the contract are;

(c) whether the manufacture will begin immediately or it is a post-war measure; and

(d) whether there is any other factory where the locomotives will be manufactured in India?

The Honourable Sir Edward Benthall: (a) Negotiations have been almost completed with regard to the manufacture of locomotive boilers as a war measure and of complete locomotives in the post-war period, but the contract has not yet been signed.

(b) Does not arise.

(c) Manufacture of locomotive boilers will begin immediately and complete locomotives would be produced as soon as possible after the war.

(d) Arrangements are in hand for commencing the manufacture of locomotives and boilers at Kanchrapara as soon as possible after the war. In the forthcoming year it is hoped to complete 15 light broad gauge engines at Ajmer.

Mr. Manu Subedar: May I know what are the conditions of the negotiations with the Tatas for manufacture of locomotives?

The Honourable Sir Edward Benthall: They are extremely lengthy.

Mr. Manu Subedar: Will the Honourable Member circulate these to Members of the House?

The Honourable Sir Edward Benthall: I shall place a copy in the library of the House.

Mr. T. S. Avinashilingam Chettiar: May I know whether the Government will see that they do not import now or hereafter a large number of locomotives so that they might not give the excuse later that for many years to come we will not need locomotives?

The Honourable Sir Edward Benthall: No, Sir.

Mr. Lalchand Navalrai: Has contract been given to other firms also?

The Honourable Sir Edward Benthall: Only to the Tatas.

Sir Cowasjee Jehangir: May I know how many locomotives does the Honourable Member propose to make through the agency of Government at the two places he mentioned?

The Honourable Sir Edward Benthall: To be exact I should have to look up the reference, but, roughly speaking, it is about 100 engines or boilers at Singhhum workshops and 80 or more at Kanchrapara per year.

Dr. Sir Zia Uddin Ahmad: Is it not a fact that Ajmer workshop used to manufacture meter gauge engines before the war? How many engines has that workshop prepared during the war?

The Honourable Sir Edward Benthall: I am answering that question later on this morning. They have actually made 19 engines since the war began.

CITIZENSHIP RIGHTS FOR INDIANS IN UNITED STATES OF AMERICA

5. *Mr. Abdul Qaiyum: Will the Foreign Secretary please state:

(a) the latest steps taken by Government to obtain citizenship rights for Indians in the United States of America;

(b) the response of the Government of the United States of America to the same; and

(c) the nature of further action contemplated in this matter?

Sir Olaf Caroe: (a) The Agent General continues to represent to the State Department of the United States Government the importance to Indo-American relations of early legislation to enable Indians to acquire citizenship rights in and rights of entry into the United States.

(b) The representations of the Agent General have been met sympathetically.

(c) Six Bills providing in a greater or less degree for the extension to Indians both of naturalization rights and of immigration quotas, are now before the Committees of the United States Congress and progress will be observed and reported.

Mr. Abdul Qaiyum: With reference to part (b), may I know if the Government of U.S.A., has accepted the principle of conferring citizenship rights on Indians?

Sir Olaf Caroe: I cannot interpret the mind of the Government of U.S.A. but they have certainly viewed the representations of the Agent General with the utmost sympathy and they have facilitated the discussion of Bills which have been introduced in the Legislature.

Mr. Manu Subedar: Have the Government of India any information whether the Government of U.S.A. discussed this matter with His Majesty's Government?

Sir Olaf Caroe: No, Sir.

Mr. Manu Subedar: Is it not likely that they are going to discuss this before taking any serious action? If so, have the Government of India represented this matter to His Majesty's Government as one on which there is enormous public feeling in this country?

Sir Olaf Caroe: The Government of India have kept His Majesty's Government fully informed. His Majesty's Government are no doubt sympathetic, as sympathetic as they can be with this object, but the thing is not being worked through His Majesty's Government but through the Agent General.

DEPORTATION OF INDIANS FROM MADAGASCAR

6. *Mr. Abdul Qaiyum: Will the Foreign Secretary please state:

- (a) if nine Indians were recently deported from Madagascar;
- (b) if so, the nature of the charge, and whether they were judicially tried before being deported;
- (c) whether one of them fell off a boat and died during the journey to India; and
- (d) the steps taken to secure the early return of these people to rejoin their families?

Sir Olaf Caroe: (a) Yes.

(b) It was alleged that these persons had committed various offences ranging from vagrancy and drunkenness to failure to pay taxes, black market activities, forgery, usury and other dishonest practices and offences against war regulations. They were deported under the Governor General's orders. It has been reported by His Majesty's Consul General at Tananarive that at least eight of these persons have been convicted of different offences at various times, but he has been requested to furnish a full report on each case.

(c) The Government of India understand from a representation received from the Africa and Overseas Merchants Chamber, Bombay, that one of the deportees named Manji Sharif fell overboard and was drowned on the voyage to India.

(d) The Government of India have put to His Majesty's Consul General at Tananarive the suggestion that the French authorities should be moved to permit these persons to return to Madagascar on the ground that they have left their families there. The Consul General's reply is awaited.

Mr. Abdul Qaiyum: May I know if the offences with which these people are charged are more of a civil rather than of a criminal nature?

Sir Olaf Caroe: I have no information on that. But it appears that some of the offences are of a criminal nature—forgery is a criminal offence, failure to pay taxes—I do not know whether that would be classified as civil or criminal, I suppose it is also criminal; black marketing activities, I suppose they would be criminal in war time legislation.

Mr. K. C. Neogy: Has the Honourable Member satisfied himself that these offences entail deportation under the Madagascar law?

Sir Olaf Caroe: I do not think it is for me to satisfy myself; I am not an interpreter of the French Government's actions.

Mr. Abdul Qaiyum: May I know if their wives and children are still in Madagascar?

Sir Olaf Caroe: I understand their families are still there.

Sardar Sant Singh: I understand that some of them were deported for drunkenness, which is a criminal offence even in India under police rule 34. Will the Honourable Member take care to send away some of the foreigners at present in Delhi who are guilty of drunkenness and are found wandering in the streets of Delhi?

Sir Olaf Caroe: I do not think that arises out of this question.

KIDNAPPING OF SAHIB SINGH AND HIS BROTHER

7. *Mr. Abdul Qaiyum: Will the Foreign Secretary please state:

- (a) if he has seen the Associated Press report at page 3 of the *Dawn*, dated the 18th December, 1944, regarding kidnapping;
- (b) whether Sahib Singh and his brother are still in captivity;
- (c) the names of the two persons kidnapped from Naurangsarai three days earlier; and
- (d) the steps taken to effect the release of these men?

Sir Olaf Caroe: (a) Yes.

(b) Sahib Singh escaped and reached Bannu on the 21st December 1944. His brother Pokhar Das is still in captivity.

(c) Gul-Badshah and Tilok Chand.

(d) Sahib Singh and Tilok Chand escaped and Gul Badshah was released on the 8th December 1944. Political pressure is being exerted on the tribe to effect the release of Pokhar Das.

Mr. Abdul Qaiyum: Are Government satisfied that no ransom money had to be paid before these people were released by the tribesmen concerned?

Sir Olaf Caroe: Government, as I have explained before in this House, always endeavour to discourage the payment of ransom because these kidnappings are organised by bad characters among the tribes expressly in order to obtain ransom; and every effort is made to discourage the payment of ransom.

Mr. Abdul Qaiyum: Are Government aware that in one case where a Government official, who is now serving in the army, was kidnapped, the money was paid in the presence of the political tahsildar before he could be released?

Sir Olaf Caroe: That is some information, Sir. I am not aware of it.

Mr. Abdul Qaiyum: It was Captain Saleem Khan who is now serving in the army. The money was paid by his father in the presence of the political tahsildar. That fact is within my knowledge.

Sir Olaf Caroe: How long ago?

Mr. T. S. Avinashilingam Chettiar: Will the Honourable Member inquire and find out and let us know?

Sir Olaf Caroe: That is an entirely separate point; if a question is put down I will find out.

STUDENTS ATTENDING SCHOOLS IN TRIBAL AREAS

8. *Mr. Abdul Qaiyum: Will the Foreign Secretary please state:

(a) the number of students attending schools in the tribal areas in 1944 and 1938, respectively;

(b) what percentage of such students in 1944 were tribal born; and

(c) whether any new schools were opened in the tribal belt in 1944?

Sir Olaf Caroe: (a) The number of students attending schools in tribal areas was 4,513 in 1944, and 4,057 in 1938;

(b) The information is being collected by the local authorities, and will be placed on the table when received;

(c) No.

Mr. Abdul Qaiyum: With regard to part (b), is it a fact that the majority of the students of the tribal areas are not tribal born?

Sir Olaf Caroe: I think in anticipation of the information I should not perhaps be very firm in my reply. But from my own knowledge of the North-West Frontier I should say that the Honourable Member's suggestion is probably ill-founded.

ACCIDENT TO PUNJAB MAIL NEAR ARRAB

9. *Mr. Abdul Qaiyum: Will the Honourable the Railway Member please state:

(a) the cause of the accident to the 6 Down Punjab Mail on the 23rd November, 1944, between Behea and Karisath near Arrah;

(b) the number of killed and wounded; and

(c) whether any enquiry was held, and its findings?

The Honourable Sir Edward Benthall: (a) and (b). I would refer the Honourable Member to the reply I have just given to parts (b) and (d) of Question No. 2.

(c) An enquiry was held by the Government Inspector of Railways under the Posts and Air Department, and his findings, after examining all the available evidence, are (i) that the derailment was due to the removal of a rail by some person or persons unknown, and (ii) that relief measures were prompt and adequate and everything possible in the circumstances was done. The Government Inspector's final report has not yet been received.

Mr. Abdul Qaiyum: With reference to part (c), may I know if the culprit has been apprehended?

The Honourable Sir Edward Benthall: No, Sir; not to my knowledge.

Mr. Lalchand Navalrai: Were the firemen of the engine examined by the Inspector?

Sir Gurunath Bywoor: Yes, Sir.

Mr. Lalchand Navalrai: Was it their evidence that the handle had got very hot and one of them burnt his hand?

Sir Gurunath Bewoor: I have a long statement here and it will take a long time to find out. I could not answer it straightaway.

The Honourable Sir Edward Benthall: I have read the report and I recollect nothing of that kind.

CONFERENCE RE MANUFACTURE OF FERTILISERS

10. ***Mr. T. S. Avinashilingam Chettiar:** Will the Honourable the Supply Member please state:

(a) whether the proposed conference of Provincial Governments and others to discuss the matter of manufacture of fertilisers has been summoned;

(b) the conclusions of the conference; and

(c) whether the Government have examined the matter and come to a conclusion about where and when to establish these fertiliser plants?

The Honourable Sir Sultan Ahmed: (a) Yes.

(b) and (c). In accordance with the general conclusions reached at the Conference, the Government of India have decided initially to establish a factory at Sindri, near Dhanbad, in Bihar for the manufacture of 350,000 tons of sulphate of ammonia per annum. The Government of India are also investigating the possibilities of erecting another unit of 100,000 tons per annum on a site somewhere south of the Vindhyas. The necessary arrangements for the speedy establishment of the factory at Sindri are in hand.

Sardar Sant Singh: Have Government received any information about private individuals establishing such factories?

The Honourable Sir Sultan Ahmed: I am not aware of that.

Mr. T. S. Avinashilingam Chettiar: With reference to part (c), may I know when they expect that plant?

The Honourable Sir Sultan Ahmed: Necessary arrangements have been made and I understand that experts are already on their way to America to get the plant.

Mr. T. S. Avinashilingam Chettiar: Do they expect to have the thing manufactured within the year?

The Honourable Sir Sultan Ahmed: It is very difficult to say.

Mr. Abdul Qaiyum: With reference to part (b), is it a fact that certain American experts had suggested that the plant should be set up near Aligarh in the U. P.?

The Honourable Sir Sultan Ahmed: Yes. As a matter of fact the Technical Mission had suggested that, but there was a conference of experts with the Technical Mission and others from the provinces, and it was ultimately decided that the first factory should be located at this place called Sindri.

Mr. Abdul Qaiyum: Was the American suggestion turned down?

The Honourable Sir Sultan Ahmed: It was not an American suggestion at all; it was the Technical Mission.

STEPS FOR MANUFACTURE OF LOCOMOTIVES

11. ***Mr. T. S. Avinashilingam Chettiar:** Will the Honourable the Railway Member please state:

(a) with reference to the declaration of the decision of Government to manufacture locomotives in India, what steps they have taken in the matter;

(b) whether the requisite plants have been ordered for; and

(c) where they expect to establish the plant, and when they expect to complete the arrangements?

The Honourable Sir Edward Benthall: (a) A contract with Messrs. Tata Sons Ltd., for the manufacture of boilers as a war measure and of complete locomotives as soon as possible after the war has been almost completed. They

are to take over the E. I. Railway Shops at Singhbhum for this purpose from the 1st of April 1945.

In addition to the above the Railway Board have in hand a scheme for the manufacture of locomotives and boilers in the B. & A. Railway Workshops at Kanchrapara as soon as possible after the war. Plans for remodelling of this workshop for this purpose are being finalized by the Consulting Engineers and will shortly be ready.

(b) Requisite plant for the manufacture of boilers at Singhbhum has been indentated for. Some machines have also been ordered for Kanchrapara.

(c) The answer to the first part of the question is "At Singhbhum and at Kanchrapara". With regard to the second part of the question, the Kanchrapara shops are at present engaged upon essential war work and manufacture of locomotives in these shops must depend upon the war situation. The manufacture of boilers at Singhbhum is, however, to start immediately.

Mr. T. S. Avinashilingam Chettiar: Have they considered how many locomotives will be necessary to work all the railway systems of this country and how many do they propose to manufacture with the plant which they propose to set up?

The Honourable Sir Edward Benthall: Yes, Sir.

Mr. T. S. Avinashilingam Chettiar: What is the number of locomotives required and the number that they propose to manufacture with this plant?

The Honourable Sir Edward Benthall: I think the Honourable Member's point is, whether there will be enough orders after the war to keep these shops busy. The answer is in the affirmative.

Mr. T. S. Avinashilingam Chettiar: I will repeat the question. What will be the number of locomotives required in this country to keep all the railway systems going and how many can they manufacture in the plant which they will set up? Do they expect that further locomotives will have to be ordered from outside the country or do they expect to be self-sufficing?

The Honourable Sir Edward Benthall: The answer to the first part of the question is in the affirmative.

Mr. T. S. Avinashilingam Chettiar: What is the number of locomotives?

The Honourable Sir Edward Benthall: I cannot give the correct number. If the Honourable Member will put down a question, I shall be able to answer it. He has asked a whole string of questions and I am trying to answer them. He wants to know whether we are likely to order further locomotives from overseas or whether the industry here will be able to take care of the requirements of the Indian railways in the future. We may have to order a certain number of passenger engines after the war to make up the deficiency in passenger engines since all the orders which have been placed during the war have been for goods engines but, generally speaking, it is hoped to develop the Indian locomotive industry to take care of all India's requirements.

Mr. Badri Dutt Pande: Is it a fact that during the war 365 engines have been ordered from outside?

The Honourable Sir Edward Benthall: It is, Sir, and more.

12. *[Not put].

TREATY OF NAVIGATION AND COMMERCE WITH UNITED STATES OF AMERICA

13. ***Mr. Manu Subedar:** (a) When did the Foreign Secretary represent to His Majesty's Government the desirability of having a Treaty of Navigation and Commerce with the United States of America?

(b) Is it a fact that a draft of such treaty was received sometime in 1939, and is it a fact that the Government of India said that they were not in a position to proceed with the treaty because of the war?

(c) What were the difficulties which Government experienced in formulating a treaty?

Sir Olaf Caroe: The question will be answered by my Honourable friend the Commerce Member on the appropriate day.

RECENT INTERNATIONAL AIR CONFERENCE

14. ***Mr. Manu Subedar:** (a) Will the Secretary for Posts and Air please state what commitments the Government of India have made in the recent International Air Conference, and from the report made to them, what the causes of the failure of the conference are?

(b) What is the Government of India's policy with regard to the future of air navigation and air traffic in India in the matter of (i) State enterprise, (ii) Indian companies who are in the field or who may come in the field, (iii) British companies who may be passing over a stretch of India in the case of longer route, and (iv) American, Dutch and other companies who may wish to operate?

(c) Will ground and other facilities be given on the same basis to all?

(d) Is there any proposal for Government subsidy or licence?

(e) If so, by what method and in what manner will the licence be issued and who will qualify for this licence?

(f) Is it proposed to work passenger and/or goods traffic after the war between principal stations in India by air in connection with and under the Railway Department?

(g) Have Government made any plans with regard to the increased use of aircraft? If so, what are they?

(h) What precautions have Government taken with regard to public safety and with regard to the public not being overcharged in the matter of aerial transport at the present moment and in future?

(i) What steps have Government taken for the production in India of the special 'octave' petrol which is required for running aeroplanes?

Sir Gurunath Bewoor: (a) I lay on the table a copy of a *Press Communique* issued by the Government of India on the 14th January, 1945, which gives the information required by the Honourable Member.

(b) (i) and (ii). The question whether the operation of civil air services in the period after the war should be the exclusive concern of the State or whether private enterprise may be allowed to undertake such operation is under the consideration of the Government of India. The problem is being studied and the Honourable Member is referred in this connection to paras. 10 to 12 of the Memorandum on Post-War Development of Civil Air Transport in India, a copy of which is available in the Library of the House.

(iii) and (iv). The general attitude of the Government of India on the question of non-Indian Companies operating across India is summarised in the *Press Communique* which I have already laid on the table.

(c) Yes.

(d) There is no proposal for the grant of any Government subsidy at present. I would however invite the attention of the Honourable Member to paras. 11 and 12 of the Memorandum on Post-War Development of Civil Air Transport in India. As regards licensing of air transport, the Honourable Member is referred to the amendment of the Indian Aircraft Act passed by the Legislature in the Budget Session, 1944.

(e) The Honourable Member's attention is invited to the draft licensing rules published in the *Gazette of India*, dated 10th June, 1944, under Posts & Air Department Notification No. 26-V(2)/44, dated 1st June, 1944.

(f) No.

(g). The plans of the Government of India for post-war civil air transport are given in the Memorandum to which I have already referred.

(h) The safety of the public in air transport is secured by the provisions in the Indian Aircraft Rules, 1937. These provide for general safety conditions in flight, airworthiness of aircraft, licensing and competency of operating crews, rules of the air, etc. It is also proposed shortly to promulgate new rules securing authority for Government to regulate the operation of regular air transport services by the issue of licenses, which will include power to control air transport fares, freight rates, etc.

(i) India has been producing special "Octane" petrol in small quantities for several years, but due to conditions created by the War, this has been discontinued and production concentrated on motor spirit.

Press Communiqué.

In September 1944, the Government of the United States issued invitations, to about 55 nations of the world, to an International Conference on Civil Aviation to be held in the United States. India was among those invited and accepted the invitation.

The International Conference met in Chicago from the 1st November 1944 to the 7th December 1944, 52 nations attended the Conference, and with the notable exception of U.S.S.R., all the United Nations and most of the Neutral nations were represented.

India was represented at this Conference by the following delegation :—

1. Sir Girja Bajpai.
2. Sir Gurunath Bewoor.
3. Sir Frederick Tymms.
4. Mr. G. D. Singh.
5. Mr. S. C. Sen.

The International Conference was the culmination of a series of bilateral talks undertaken by the Government of the United States with a number of countries interested in the development of international civil aviation. India was one of the countries which undertook such informal bilateral conversations with the United States in August 1944. Prior to the undertaking of these conversations the Government of India had announced in their press communiqué of the 27th July 1944, the broad aims which they wished to see achieved. These were as follows :—

(1) The Government of India seek a worldwide international agreement on a fully reciprocal basis, which will assure the freest possible development of international air navigation and air transport for the benefit of the peoples of the world as a whole, and with due regard to the rights and interests of all.

(2) They endorse the principle, already accepted by the British and American Governments, of freedom of flight and freedom to land for refuelling and other non-traffic purposes for all civil aircraft, including regular air transport services, on a non-discriminatory basis.

(3) They consider that the grant of commercial rights, that is, the right to carry traffic to and from another country, is better negotiated and agreed to on a universal reciprocal basis rather than by bilateral agreements.

(4) They endorse the principle generally accepted, of the right of each country to reserve internal air services and to determine the agency for the operation of its own internal and external air services.

(5) They also endorse the principle, which is again generally accepted, of the reservation of "cabotage" traffic, that is, traffic originating in and terminating in the territory of one country, including its colonies and dependencies. For this purpose it is accepted that India in common with the Dominions of the British Commonwealth is a separate country.

(6) The sovereignty of every country over the air above its territory and over the aerodromes in its territory must be fully recognised.

(7) The establishment of an international body whose function would be to implement the provisions of the international agreement, and, in particular,

(a) to promote the development of air transport in the interests of the world as a whole, and to ensure that the interests of the people both of the most powerful and of the smallest countries are secured;

(b) to ensure the safe and orderly development of air navigation by the co-ordination of technical systems and rules.

As a result of the bilateral talks with the U.S.A., the Government of India saw no reason to modify these general views and the original general aims were kept in view by her delegates during the discussions at the International Conference.

In convening the Conference, the United States Government suggested that the Conference should have the following objectives :—

(1) The establishment of provisional world route arrangements by general agreement to be reached at the Conference, the countries participating in the Conference to agree to grant the landing and transit rights necessary for the establishment of provisional route arrangements and air services.

(2) The establishment of an interim council to act as the clearing house and advisory agency during the transitional period.

(3) Agreement upon the principles to be followed in setting up a permanent international aeronautical body and a multilateral aviation convention dealing with the fields of air transport, air navigation and aviation technical subjects.

The Conference at Chicago proceeded to consider the framing of an international multilateral aviation convention on the basis of certain drafts which had been prepared by the Government of Canada and the Government of the United States. The object of such a convention was to secure—

(1) Uniformity of principles and rules governing international flying throughout the world, thereby removing obstacles to the development of communication by air, and

(2) the greatest measure of freedom for the operation of scheduled international air transport services, to provide the world with the transport and communications which it needs, while at the same time protecting the interests of all countries in their own carrying trades.

The approach to the first objective was along common front and having the invaluable precedent of the International Convention for the Regulation of Air Navigation, concluded in Paris in 1919 (India is a party to this Convention), as a guide, the problem presented no major difficulties. The Convention on International Civil Aviation which has emerged from the Conferences is largely based on the Paris Convention, with some modifications in principle and improvements in form. It makes no change in the matter of freedoms of the air. It re-affirms the sovereignty of each country over the air space above its territory. It confers, as did the Paris Convention, as between the contracting States, the privilege of freedom of flight for all civil aircraft not engaged in scheduled air transport, services. It reserves all rights not only in regard to internal air transport, but in regard to the operation of scheduled international air transport services to, from and across the territory of any State. A series of technical annexes has been prepared which bring the regulation of aviation into line with modern technique. These after further study, will be finalised and annexed to the Convention, and will become obligatory in international aviation. If, as is expected, the Convention is accepted by most of the countries represented at the Conference, it will mark a considerable advance in securing a wider unification of principles and rules.

The second objective was approached by different countries from widely divergent points of view. One view strongly advocated by certain countries was in favour of the grant of freedom from commercial aviation with no regulation, leaving it to free and open competition. The advocates of this view urged that only thus would the world reap the benefit of more, better and cheaper air transport. The opposite view, which was equally strongly advocated, called for regulation of air transport by international body, the regulation being intended (1) to prevent uneconomic and cut-throat competition, resulting in the grant of subsidies and the creation of international jealousies, and (2) to protect the interests of countries which are now backward in the field of civil aviation so that they may in due course and at the proper time take their legitimate share in international air transport. During the course of discussions, in which all parties strove to find a common agreement, these views underwent considerable modification. The India delegation, while anxious to promote greater freedom of operation, was not prepared to grant unrestricted freedom unless, for the national control which each country now exercises through bilateral agreements, a satisfactory form of control by an international body was substituted, so as to ensure a degree of protection for the Indian air transport industry. In spite of various attempts made to find a formula which would satisfy all parties, it was found impossible to arrive at an agreement. It was therefore finally decided that this question, with all the documents relating to it, should be referred to an interim council elected by the International Conference with instructions to study those documents, to collect further data, and to report to the next conference. In the main Convention, certain provisions on the air transport side have however been incorporated. Machinery is established for international collaboration in the provision of air ports and other air route organisation needed for international air transport, when the State in whose territory the organisation is required is unable to provide it. An Air Transport Committee of the Council will collect, study and publish the result of its studies of air traffic and air transport statistics and cost data for the benefit of the States, parties to the Convention. Provision has been made for the filing with the Council of copies of all agreements relating to air transport and this is expected to have a deterrent effect on the making of special bargains which may be injurious to the interests of others.

Before it can be effective, the main Convention requires to be ratified by the Governments of the States which sign it. Some time must therefore elapse before it can come into force. An Interim Agreement has therefore been adopted, setting up an interim civil aviation organisation with certain preparatory and other functions, and in incorporating a number of common regulatory provisions for international flight. Such an agreement can be accepted by Governments through their powers of executive action and could therefore become effective at an early date, thus enabling international air transport to develop and function soon after the end of the War. The Interim Agreement sets up an interim civil aviation organisation consisting of an Assembly, on which each signatory State will have one vote, and a Council of nominees of 21 States selected to represent—

- (a) countries having the greatest development in air transport operation,
- (b) countries contributing most largely to international air route organisation, and
- (c) countries other than those already selected under (a) and (b), representing the major geographical regions of the world.

This Council will appoint a Committee on Air Navigation and a Committee on Air Transport. The former will have as its principal task the study of the technique of aircraft operation and control and the completion of the technical annexes for the main Convention. The functions of the latter will be to study all questions relating to international air transport, including air transport technique and costs and in particular, the problems of internationalisation of air transport and of international control of air transport which could not be settled at the Chicago Conference.

Following failure to agree on the principles of control of international air transport, and in response to a growing feeling in favour of greater freedom, even without control, two separate agreements were drawn up by the Conference. The first of these agreements, known as the International Air Transit Agreement, provides for the grant of the freedom of flight across the territory of a State and the freedom of landing for non-traffic purposes. As between the States which sign this Agreement, these freedoms are granted without any reservations, but it is open to a country which feels that such freedom is being abused by

another country to its detriment, to appeal to the Interim Council for examination and report. The second separate agreement, known as the International Air Transport Agreement, provides for the grant, in addition, of what are known as the commercial freedoms, namely, the right to set down traffic from the country of origin of the aircraft, the right to take up traffic for the country of origin of the aircraft and the right to take up and set down traffic to and from intermediate countries. A similar provision authorising reference to the Interim Council has also been provided in this agreement. These two separate agreements are open for signature by such countries as desire to sign them.

The Conference thus finally prepared four documents :

- (1) The Convention on International Civil Aviation,
- (2) The Interim Agreement on International Civil Aviation,
- (3) The International Air Transit Agreement (Two Freedoms),
- (4) The International Air Transport Agreement (Five Freedoms).

Apart from these, a number of miscellaneous resolutions were adopted by the Conference, relating to various subjects and these were incorporated in the Final Act of the Conference.

In the last plenary sessions of the Conference the elections to the Interim Council took place. The original vote failed to elect India. There was, however, universal recognition of India's incontestable claim and outstanding qualification to be elected in the category of States which make the largest contribution to international air route organisation and in the final session of the Conference, Norway, which had been elected to the Council, offered to resign its seat and proposed that India should be elected in its place. This offer of Norway was followed by that of Cuba, which offered to resign its seat on the Council in favour of India, requesting Norway to retain its seat. The Conference accepted the offer of Cuba, and India was unanimously elected to a seat on the Council. The delegate of India acknowledged the generous actions of Norway and Cuba which had been taken in the interests of international collaboration and thanked the delegations for their act of self sacrifice.

India has signed the following documents :—

- (1) the Final Act,
- (2) the main Convention,
- (3) the Interim Agreement, and
- (4) the Two-Freedoms agreement.

The Final Act is merely a record of the work of the Conference. The main Convention does not come into force until it has been ratified by the governments of the signatory countries and it is necessary that 26 countries should ratify the Convention before it becomes effective. The Interim Agreement and the Two-Freedoms Agreement will not become binding on any country until confirmed by its Government by notification to the United States Government. The Government of India will now proceed to examine these documents with that object.

Examining the results of the Conference with reference to the objects which the Government of India desired to see achieved, it will be noted that the right of each country to reserve internal air services and to determine the agency for the operation of its own internal and external air services, has not been interfered with. The principle of the reservation of "cabotage" traffic, that is, traffic originating in and terminating in the territory of the same country, has been accepted. The sovereignty of every country over the air above its territory has been recognised. As regards the grant of freedoms, India was prepared to grant on a fully reciprocal basis, the freedom of transit and the freedom of landing for non-traffic purposes, and this has been achieved by the separate agreement. As regards the grant of commercial freedoms to scheduled air services, India was prepared to grant them subject to the constitution of a satisfactory international body to regulate international air transport. It was not found possible to achieve agreement on this matter and this has been referred to the Interim Council for study and report. In the meantime, so far as countries not parties to the International Air Transport Agreement are concerned, the grant of such freedoms to scheduled air transport services will be subject to specific bilateral agreements, and it will be open to India to make such conditions as she may desire to protect for legitimate interests.

Before the opening of the Chicago Conference, the representatives of the Governments of the British Commonwealth and Empire had met in Montreal to consider matters of common interest to the Commonwealth. After its close, they met again to consider the results of the Chicago Conference, insofar as they affected the Commonwealth and Empire. Conversations were held first in Montreal and later in London and at these meetings India was represented by Sir Gurunath Bewoor and Sir Frederick Tymms. At these conversations, it was proposed that a Commonwealth Air Transport Council be constituted, whose functions will be to keep under review the progress and development of Commonwealth civil air communications, to serve as a medium for exchange of views and information between the Commonwealth countries on civil air transport matters and to consider and advise on such civil aviation matters as any Commonwealth Government may desire to refer to the Council. The Council will be purely advisory in its functions but will be of great value in the co-ordination of Commonwealth air communications. The Montreal and London conversations also dealt with the question of the organisation and methods of operation of air services in the Commonwealth. India is in this regard concerned mainly with the services operating between the

United Kingdom and India and from the United Kingdom across India to Australia and New Zealand. The conclusions of the conversations will be examined by Government in due course.

Posts and Air Department.
New Delhi, the January 11, 1945.

Mr. Manu Subedar: With regard to (b), may I know whether Government are in a position to give an assurance to private enterprise proposing to take up air transport in India that such enterprise will not be squeezed out in the pressure of State enterprise on the one hand and British and Dutch and American Companies on the other? What assurance is the Honourable Member in a position to give to private enterprise who may be projecting efforts in this direction in the future?

Sir Gurunath Bewoor: As I have stated in reply to the Honourable Member's question, the point made by him is under the consideration of the Government of India at present and I am not therefore in a position to give any particular assurance.

Mr. Manu Subedar: Will there be any scope at all for private enterprise in transport? Can my Honourable friend say that much at least?

Sir Gurunath Bewoor: Sir, may I just refer again to what I said, viz., that the question whether the operation of civil air services in the period after the war should be the exclusive concern of the State or whether private enterprise may be allowed to undertake such operation is under the consideration of the Government of India.

Mr. Manu Subedar: Then I take it that at the present moment Government have not made up their mind, and that private enterprise may, after all, have no scope whatsoever. Am I correct? Is that the impression the Honourable Member wishes to convey?

Sir Gurunath Bewoor: Or it may have the scope. Government have not yet decided.

Mr. Manu Subedar: Will Government give an assurance on this subject so that business firms who are concerned with this may either drop their programme or go ahead?

Sir Gurunath Bewoor: I hope Government will be able to take a decision on this question in the near future.

CLAIMS RE BOMBAY EXPLOSION

15. **Mr. Manu Subedar:** (a) Will the Honourable Member for War Transport please state what the last date was for the submission of claims with regard to the Bombay explosion?

(b) How many claims have been registered?

(c) What is the total amount?

(d) In how many cases has money been paid up?

(e) Have the claimants requested for part payment and in how many cases has part payment been made?

(f) Are Government aware that there is serious discontent with regard to the delay over the settlement of loss arising out of a disaster caused by Government, even eight months after the event?

(g) Will Government call for a report and place it on the table of the House to show what the real reasons, if any, for the delay were?

(h) Will Government send one or two extra officials and get this purely temporary non-recurring work finished as early as possible in order to give much needed relief to those who are suffering?

The Honourable Sir Edward Benthall: (a) The last date for submission of claims was the 30th November 1944. Under Ordinance LI of 1944 the Central Government is empowered to entertain applications received after that date

but not later than the 31st October, 1945, where adequate cause is shown to justify the delay.

	Rs.
(b) (i) In respect of damage by fire or blast	3,083
(ii) Under Marine policies	679
(iii) In respect of uninsured properties	11,735
(iv) For personal injuries (uninsured)	466
(v) Claims covered by miscellaneous policies	Negligible.
(c) (i) In respect of fire and blast damage	850 lakhs
(ii) In respect of Marine insurance	150 "
(iii) In respect of personal injuries	13 "
(iv) In respect of miscellaneous policies	4½ "
(v) In respect of uninsured property (approximately)	350 "

(d) Till about the end of January claims have been passed for payment as follows :—

	Rs.
(i) Fire and blast	2,381
(ii) Marine risks	615
(iii) Uninsured property	1,742
(iv) Personal injuries	56

In respect of miscellaneous policies practically all cases have been disposed of.

(e) One such request is reported to have been received. Part payments, however, are not permitted under the Ordinance.

(f) Government are not aware of any such discontent nor has there been any unreasonable delay since the filing of a large number of claims was done at a very late stage. Of the 3,000 odd claims in respect of insured property for the aggregate amount of 8½ crores about 2400 have already been disposed of involving payment of nearly 6 crores. All claims which were in order have been and are being expeditiously dealt with. There were, however, a number of cases where the claimants had not complied with the War Risks Insurance Ordinance and pending investigation by the Special War Risks Officer the settlement of such claims was inevitably delayed. Arrangements, however, have now been made for the payment of such claims on the claimant depositing 12½ per cent. of the amount of the claim to cover potential penalties. As regards uninsured property, examination of claims must necessarily take some time as the Commissioners have to record evidence which is mostly oral.

(g) No, there is no need for such a report. Government are doing everything possible to ensure that claims are settled expeditiously. They have decided to appoint an additional Claims Commissioner to deal with claims in respect of uninsured property and the staff of the Claims Commissioners has been augmented to cope with the work.

(h) The appropriate officers of Government have been frequently visiting Bombay to solve on the spot such difficulties as arise in the administration of the scheme and Government do not consider it necessary to station such officers at Bombay.

REVERTING RAILWAY WORKSHOPS TO ESSENTIAL RAILWAY ACTIVITY

16. *Mr. Manu Subedar: (a) Will the Honourable Member for Railways please state how much productive capacity of the Railway workshops was diverted to the manufacture of munitions, and, whether, in view of the easier conditions of munitions production and transport in the United States of America and the United Kingdom, it is not possible to revert to essential Railway activity in these shops with a view to effecting necessary repairs to rolling stock and the production of spare parts and the construction of new rolling stock?

(b) What progress has been made with regard to the manufacture in India of (i) locomotive boilers, and (ii) axles and wheels?

(c) Which firms are doing this and at what stage are these enterprises?

(d) What arrangements have Government made with them with regard to the taking over of their output? Who will fix the price and on what basis?

(e) Have Government contributed any capital towards these enterprises?

The Honourable Sir Edward Benthall: (a) It is undesirable for security reasons to give information regarding the volume of productive capacity in Railway Workshops diverted to production for the War Department. The load on Railway Workshops has however been substantially reduced of late and the capacity released is being fully utilised for railway requirements.

(b) (i) Indents for all imported machinery required for the locomotive boiler building project at Singhbhum have been placed and orders for the greater part of the heavy machines have already been placed for delivery ex-works during the next six months. An order for 100 boilers has been placed on these Works and arrangements for the supply of material and components required for their manufacture from indigenous sources and overseas are practically complete.

(ii) Wheels and axles are being manufactured in India by Messrs. the Tata Iron & Steel Co. Ltd., since the middle of 1943. The machinery for rolling wheels and forging axles was installed in 1942 and in early 1943 respectively, but actual outturn was delayed owing to initial production difficulties. Up to the 18th January 1945 the effective deliveries totalled 8,489 axles and 22,052 wheels. Roiling of wheels and forging of axles has now developed to about 70 per cent. of designed capacity, but Tata's machining capacity is so far only sufficient for about 50 per cent. of the current outturn.

(c) The progress referred to in reply to (b) (i) has been made by the E. I. Railway. Negotiations for the sale of the Singhbhum Workshops to Messrs. Tatas are expected to be finalised shortly. As regards wheels and axles, I have already stated the position in reply to (b) (ii) above.

(d) As regards locomotive boilers the question has been answered in my replies to (b) (i) and (c). Government is absorbing the out put of Railway Wheels and Axles for essential Railway purposes. The prices of these components are fixed by Government in negotiation with Messrs. Tatas.

(e) As regards locomotive boilers, the question has been answered in my replies to (b) (i) and (c).

As regards wheels and axles, Government have agreed to contribute 40 per cent. of the cost of the extension to Tata's wheel, tyre and axle plant.

Mr. Manu Subedar: What arrangements do Government propose to make for securing the full requirements in wheels and axles in this country instead of the 50 per cent. manufacture?

The Honourable Sir Edward Benthall: I should require notice of that question. It will however be observed that it is proposed to expand the Tata plant.

Mr. Manu Subedar: Are there any technical difficulties in requiring the total requirements of India in wheels and axles satisfied in this country?

The Honourable Sir Edward Benthall: It appears that Tata's after some considerable initial difficulties are successfully making them.

Sir Muhammad Yamin Khan: What will be the duration of this contract with Tata's?

The Honourable Sir Edward Benthall: I am sorry; I should require notice of that question.

ORDERS PLACED *re* LOCOMOTIVES AND WAGONS

17. ***Mr. Manu Subedar:** (a) Will the Honourable Member for Railways please state how many locomotives and wagons there are on order and when these orders were placed?

(b) What are the prices for different types at which these orders have been placed?

(c) How many have been delivered and how many are expected?

(d) How many metre gauge locomotives were manufactured at Ajmer since the beginning of the war and what have Government done to expand the activity of their workshop?

(e) What arrangements have been made with regard to the proposed Kanchrapare Locomotive Works; how much equipment has been ordered, what is the price and when is it expected to arrive?

(f) In view of the fact that the war against Japan might last another five years, what steps are Government taking in order to strengthen the transport system of India, which is regarded as an important base?

(g) Have Government made any plan or programme for giving adequate transport to the civil population after satisfying their essential requirements and those of industries, during the coming years? If so, what are the plans and what is their programme?

The Honourable Sir Edward Benthall: (a), (b) and (c). Statement showing the information required are laid on the table.

(d) 19 M. G. locomotives have been built at Ajmer since the beginning of the War. The shops have mainly been engaged on essential maintenance work during the war. A proposal for the reconstruction of the shops after the war is under consideration, but this is for maintenance work and not for the purpose of locomotive building.

(e) Work on the preparation of the detailed plans for the various shops and schedules of plant is well in hand. A number of indents for plant have been submitted. It is, however, not possible as yet to quote the prices of the plant or the estimated date of its delivery; but certain remodelling will be necessary in these workshops as soon as they can be released from essential war work, and it is anticipated delivery of plant will be effected by the time this remodelling is complete.

(f) and (g). Government have taken all necessary steps to strengthen the transport system of India by increasing the power, rolling stock and line capacity of the railways as well as increasing port capacity and importing a large number of motor vehicles, in order to fit India as an important base in accordance with the requirements of the situation as estimated by the military authorities. The plan includes provision for the essential needs of industries and the civil population.

Locomotives on order on Railway Department's account, number delivered and their estimated cost.

Type	Numbers on order	Year ordered	Numbers put into service upto 15.1.45	Balance to be put into service	Estimated cost per engine (In thousands) Rs.
(A) Imported—					
(i) Broad Gauge—					
X-Eagles (U.S.A.)	40	1942	40	..	4,20
X-Dominions (Canada)	145	1942	142	..	3,29
Diesels (U.S.A.)	30	1943	8	22	2,30
Consols (U.S.A.)	60	1943	57	3	2,96
X-Dominions (U.S.A.)	165	1942	8	157	3,49
X-Dominions (Canada)	192	1943	..	192	3,05
Do. (U.K.)	110	1944	..	110	3,05
Do. (Canada)	100	1944	..	100	3,05
Do. (U.S.A.)	60	1944	..	60	3,49
X-Eagles (U.K.)	35	1944	..	35	4,20
Total	937*		255	679	*3 lost in transit.
(ii) Metre Gauge—					
MacArthur's (U.S.A.)	190	1942	190	..	2,34
Do.	205	1943	153	52	2,34
Garratts (U.K.)	18	1944	..	18	3,00
Total	413		343	70	
(B) Indigenous (on B.,B. & C.J. Railway, Ajmer Shops)—					
XT Class (B.G.)	20	1940	..	10	} Not yet available.
YB Class (M.G.)	2	1942	..	10	
		1935	..	2	

Wagons on order on Railway Department's account, number delivered and their estimated cost.

Type	Numbers on order (In units)	Year ordered	Numbers put into service upto 15-1-45	Balance to be put into service	Estimated cost per wagon (Figures in thousands)
1	2	3	4	5	6
<i>Indigenous—</i>					
<i>Broad Gauge.—</i>					
General service	8050	1942	3658	4392	7 to 9
Special types	384	„	371	13	9 to 23
<i>Metre Gauge—</i>					
General service	657	„	308	349	6
Special types	4	„	..	4	16
<i>Broad Gauge—</i>					
General service	8300	1944	..	8300	As above against B. G. wagons.
Special types	1200	„	50	1150	
<i>Imported—</i>					
<i>Broad Gauge—</i>					
General service	28500	1943		28500	12 to 13
Special types	300	„		300	32
<i>Metre Gauge—</i>					
General service	2500	1943	*	*	11.5 to 13
Special types	500	„	*	*	11.5
Special types	6	1945	..	6	Not yet known.

Note 1.—Col. 6. Prices vary according to the types of wagons. Final figures are not yet known as in the case of indigenous wagons they are subject to revision to take account of adjustments in the price of wheels and axles, other materials and labour, and in the case of the imported wagons the final prices not being available only approximate prices have been quoted.

2. *These were included in a War Dept. order. In view of a reduction in the number of wagons on order it is not known how many out of these will now be allotted to the Railway Department.

Mr. Manu Subedar: What are these plans for increasing the needs of the civil population? Government may not be fully aware that there is discontent from Peshawar to Cape Comorin. Neither passengers nor goods are being carried properly. What are the plans, assuming the war lasts five years with Japan?

The Honourable Sir Edward Benthall: I obviously cannot go into details. I said above that we are increasing the power, the rolling-stock and the line capacity of the railways for this purpose and also we are increasing the port capacity and importing motor vehicles.

Mr. Manu Subedar: When do Government propose to re-establish the passenger trains which they have withdrawn on many routes?

The Honourable Sir Edward Benthall: First of all when we can get the rolling-stock released from military purposes; and secondly when we can get sufficient coal to run the additional trains.

Mr. Manu Subedar: How much additional rolling-stock did Government provide for in the past and what are they going to provide in the next two or three years to relieve the situation?

The Honourable Sir Edward Benthall: As regards the wagons I am placing a statement on the table.

Mr. Manu Subedar: Travelling conditions for the civil population have become unbearable and I want to know what plans, if any, this Government has got to relieve the situation. Will he put them on the table and circulate them in the course of the Session?

The Honourable Sir Edward Benthall: The Honourable Member is referring to passenger traffic?

Mr. Manu Subedar: I refer to both goods and passengers. I take up passengers first.

The Honourable Sir Edward Benthall: But the Honourable Member's question appears to refer to goods.

Mr. Manu Subedar: I refer to both. I speak of the needs of the civil population in regard to transport, which, in my opinion, cover both the subjects which the Honourable Member is controlling. I want to know what this Government is going to do to relieve the very acute distress of the civil population with regard to both passenger and goods transport?

The Honourable Sir Edward Benthall: As regards goods I think I have sufficiently answered. As regards passenger traffic, we are trying to get into operation every available coaching vehicle that we can put into condition to run and also to construct additional stock, if necessary of a temporary war-time construction, in order to increase the capacity. The difficulty there is largely a shortage of material as the railways are unable to get more than about 33 per cent. of their timber requirements.

Mr. Manu Subedar: As the war progresses further inside Burma, does the Honourable Member expect the position to be easier or worse because there is a longer lead for military transport?

The Honourable Sir Edward Benthall: I do not think that arises out of the question.

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

Mr. Manu Subedar: That does arise because I am considering how much easier the position will be for the.....

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

Mr. Manu Subedar: All right, Sir.

Sir Muhammad Yamin Khan: What were the reasons for abolishing the building of coaches in this country and thereby we were forced to place an order for a very large number of coaches outside India?

The Honourable Sir Edward Benthall: No coaches have been placed overseas except for a certain number of under-frames which was done to relieve the passenger position. If by coaches the Honourable Member means wagons, I will explain.

As regards the wagons, the Indian wagon industry was filled to capacity and as that capacity was not sufficient to take care of the immediate needs, we had to place orders overseas to relieve the situation.

Mr. Manu Subedar: With regard to (e), may I know whether the equipment is all ordered in the United Kingdom or have any orders been placed outside?

The Honourable Sir Edward Benthall: For Kanchrapara only a limited amount of plant has been ordered, the special heavy and difficult machines would take a long time to manufacture, and to the best of my recollection they have been placed in the United Kingdom. They are largely machines which are duplicates of those being ordered for Singbhum.

SRIGOBINDPUR-BEAS-KASUR RAILWAY LINE CONSTRUCTION

18. ***Mr. K. S. Gupta:** (a) Will the Honourable Member for Railways please state if it is proposed to construct a railway line connecting Srigobindpur (in the District of Gurdaspur) with Beas Railway station and Beas Railway station with Patti or Kasur Railway station on the North Western Railway? If not, is he aware that the area in question was once surveyed and later the

idea of constructing the line was dropped? If so, have they now included the construction of this line in their post-war planning scheme?

(b) Is he aware that most of the villages lying in this area once used to be the most important and popular markets?

(c) Is he also aware that the area is most fertile and the agriculturists of the area are greatly handicapped in carrying their produce to the cities for want of proper communications?

(d) Does he propose to extend the Railway facilities to the agriculturists of this area also? If not, why not?

The Honourable Sir Edward Benthall: (a) to (d). The line Batala-Qadian-Srigobindpur-Beas was surveyed and was sanctioned in 1928 but due to financial stringency the section Batala-Qadian was the only portion opened for traffic while the rest of the project was abandoned. A re-examination also showed that the traffic prospects of the section Qadian to Beas were not sufficiently good to justify the construction. The line from Beas to Patti has not been surveyed. The projects will be considered along with others when the post-war plans for the area are being finalised after considering the recommendation of the Government of the Punjab.

ABOLITION OF GARNA SAHIB RAILWAY STATION

19. *Mr. K. S. Gupta: (a) Is the Honourable the Railway Member aware that quite recently a Railway station named Garna Sahib on the Jullundur-Mukerial Line, has been abolished, and that Garna Sahib is a famous and historical Gurdwara of the Sikhs?

(b) Is he also aware that though it happened to be a small flag station, the average income of the station used to be about Rs. 1,500, per month and it was not in any way a losing concern?

(c) Is he further aware that the inhabitants of the area around it have rendered valuable military service to the Government?

(d) Is he further aware that as a result of this action, the public in general and Sikhs in particular are hard hit?

(e) Will he consider the desirability of keeping up this Railway station and order its opening up soon? If not, what are the reasons?

The Honourable Sir Edward Benthall: (a) The Station was closed for the booking of passenger traffic with effect from 1st September 1944 with the consent of the local authorities. As regards the second part, Government are aware that there is a Gurudwara at Garna Sahib.

(b) The average monthly income of Garna Sahib Railway Station was about Rs. 800 and not Rs. 1,500 as stated in the question.

(c) I am prepared to accept the statement of the Honourable Member.

(d) It is realised that the closing of a station imposes certain inevitable hardships on individuals, but the conservation of coal as a factor in the war effort has to take precedence over personal considerations affecting individuals.

(e) This station is closed as a temporary measure and its reopening will be considered when the coal situation improves. The second part does not arise.

Mr. Govind V. Deshmukh: But if the grievances mentioned are serious, would the Government be prepared to revise their decision?

The Honourable Sir Edward Benthall: I have explained the circumstances. Reopening of this station would mean the closing down of another station somewhere else. It is the shortage of coal which causes us to restrict these services.

Mr. Govind V. Deshmukh: Will the Honourable Member make enquiries and see if any other station can be closed and this can be opened?

The Honourable Sir Edward Benthall: All stations are reviewed, as I mentioned in reply to the first part of the question, in consultation with the Provincial Government.

Sardar Mangal Singh: May I know how soon it is likely to be reopened?

The Honourable Sir Edward Benthall: I replied to that in my reply to part (e) of the question. The reopening will be considered when the coal situation improves.

DISCRIMINATORY TREATMENT AS REGARDS RESERVATION OF BERTHS FOR MEMBERS OF CENTRAL LEGISLATURE AT DELHI RAILWAY STATION

20. *Mr. K. S. Gupta: Will the Honourable Member for Railways please state:

(a) if it is a fact that the requisitions for reservation of berths from the Honourable Members of Central Legislature, by letter and on phone, are not entertained by the reservation staff at Delhi; if not, what the fact is;

(b) if it is a fact that the requisitions for reservation of berths from Government or Railway Officials either by letter or on phone are, as a rule, entertained by the reservation staff at Delhi; if not, what the fact is;

(c) if the replies to (a) and (b) or any of them be in the affirmative, the reasons for the discriminatory treatment; and if Government propose to abolish the discrimination; if not, why not;

(d) if it is a fact that the requisitions for reservation of berths, if and when made personally, by the Honourable Members of the Central Legislature, are not even recorded provisionally by the reservation staff at Delhi, and that they have to run about begging the Station Superintendent or his immediate subordinates; if not, what the fact is and how provisional recording of reservation of berths is done at Delhi Junction reservation office; and

(e) if Government propose to instruct the Station Superintendent, Delhi, and his staff to record the names provisionally of the Honourable Members of the Central Legislature and their staff for the reservation of berths, if and when required, either personally, in writing or on phone, which will be confirmed subsequently before the departure of the train; if not, why not?

The Honourable Sir Edward Benthall: (a) No. Requests for reservation of berths are entertained if accommodation is available on the date for which it is asked.

(b) Yes, if accommodation on the date asked for is available.

(c) There is no discrimination. The second part of the question does not arise.

(d) No. When accommodation is available, applications for reservations are entertained even provisionally, subject to confirmation on production of tickets and payment of the reservation fee. No provisional reservations can, of course, be made when all the available accommodation has been bespoken.

(e) In view of my reply to part (d), the issue of such instructions is not called for.

Mr. Lalchand Navalrai: May I know whether a circular has been issued by the Railway Board to the effect that attention should be given to the convenience of Members who come here to attend the Assembly and return from here and if there is any inconvenience that should be reported to the General Manager? Has the attention of the station masters and the ticket collectors been drawn to that circular? If not, will the Honourable Member do that now?

The Honourable Sir Edward Benthall: I understand that this has been done.

Mr. T. S. Avinashilingam Chettiar: What is the use of issuing a general circular to the General Managers, if our applications are treated in the same old manner?

The Honourable Sir Edward Benthall: I do not think that is the case. In the case of reservations for journeys to and from the Assembly I understand that Honourable Members are given preference.

Honourable Members: Not at all.

The Honourable Sir Edward Benthall: They are permitted to book in advance of the public.

Mr. Lalchand Navalrai: Will the Honourable Member send a copy of this to the General Managers, so that they may instruct their ticket collectors, who are the bosses on the railways?

The Honourable Sir Edward Benthall: If the Honourable Member means the question and the answer, I should be pleased to do it.

Mr. T. S. Avinashilingam Chettiar: Will the Honourable Member issue a circular saying that just as the military personnel are being given a preference in travelling, so also Members of the Assembly travelling in connection with their work in the Legislature should be given similar preference, if necessary, at least next to military urgency?

The Honourable Sir Edward Benthall: I do not think the military personnel are being given preference except in the case of certain officers who are entitled to certain special accommodation. But of course certain carriages are reserved for the military in order to segregate them from the general public.

Mr. T. S. Avinashilingam Chettiar: Will the Honourable Member consider the advisability of issuing a circular to the effect that Members travelling in connection with their work in the Legislature will be given preference, even if the seats had been reserved by others previously?

The Honourable Sir Edward Benthall: There is difficulty in that. There is no system of priority of passages for railway passengers in existence and once a person has booked his seat, he has a claim to it. It is not possible to turn him out of his carriage even for a Member of the Legislative Assembly. What we do is to provide that the Members of the Legislative Assembly can book their seats in advance of the general public for purposes of coming to the Assembly.

Mr. T. S. Avinashilingam Chettiar: Why not add an extra carriage if necessary?

The Honourable Sir Edward Benthall: The difficulty there is, first of all, shortage of carriages, and secondly trains are already loaded to the maximum capacity of the engine.

Mr. T. S. Avinashilingam Chettiar: What then is the use of your circular to the General Managers?

The Honourable Sir Edward Benthall: If Honourable Members will foresee the dates of their journeys and take advantage of the facilities which the railways make available to them, they will get their accommodation.

Mr. Abdul Qaiyum: Is the Honourable Member aware that at Delhi Railway station Members are told that no preference can be shown to them in the matter of reservation, and that they have to give as many days notice as are required of the general public? Those responsible for reservation sometimes take a Member up and down from engine to the guard's wagon and expect all the time a tip for reservation.

The Honourable Sir Edward Benthall: The Honourable Member has put two questions. The first was whether any preference was given to the Honourable Members. I understand that that is so, that they are entitled to book 15 days before they actually perform their journeys.

Honourable Members: Only seven days.

The Honourable Sir Edward Benthall: I will look into that and see what exactly is the case. As to the second part of the question, the Honourable Member is raising

Mr. Abdul Qaiyum: No increase in pay should be given to the staff responsible for reservation. I have seen them charge military officers as much as Rs. 10 and 15.

The Honourable Sir Edward Benthall: If the military officers or any other persons will kindly assist the railways in this difficult problem by reporting such cases, they will be doing a public service.

Mr. Manu Subedar: Will Government call for a confidential report from their own officers?

(No reply was given.)

NON-CONFIRMATION OF CERTAIN STAFF IN DELHI DIVISION, NORTH WESTERN RAILWAY

21. *Mr. K. S. Gupta: Will the Honourable Member for Railways please state:

(a) if it is a fact that confirmation of the staff in the Delhi Division of the North Western Railway, to posts to which they were appointed before 1942 has not yet been done; if not so, what the fact is;

(b) what the rules were in force before 1942 when it was decided that recruitment to services should be temporary for the duration of war; and

(c) if Government propose to take necessary steps to confirm the staff who were appointed before 1942; if not, why not?

The Honourable Sir Edward Benthall: (a) and (c). Certain staff who had not been appointed on probation prior to 1st June 1942, but were employed in a temporary capacity, were not confirmed in accordance with the general orders on the subject. The N. W. Railway Administration has recently obtained the sanction of the Government of India, as a special case, to such employees, who were eligible for being placed on probation but had not been so placed, being confirmed.

(b) According to the rules in force prior to the issue of the embargo on confirmation, an employee became eligible for confirmation in his turn on the occurrence of a permanent vacancy in the cadre, provided he had completed 12 months continuous service.

TECHNICAL MISSION RECOMMENDATIONS RE MANUFACTURE OF ARTIFICIAL FERTILIZERS

22. *Mr. K. S. Gupta: Will the Honourable the Supply Member please state:

(a) whether the Technical Mission has recommended the manufacture of artificial fertilizers in India;

(b) the main recommendations of the Mission in this respect; and

(c) whether Government have considered these recommendations; if so, with what effect?

The Honourable Sir Sultan Ahmed: (a) Yes.

(b) The recommendations made by the Mission are contained in their report, a copy of which is available in the Library of the House.

(c) I have already answered this in my reply to parts (b) and (c) of Starred Question No. 10, today.

PRODUCTION OF COAL IN 1943 AND 1944

†23. *Mr. K. C. Neogy: (a) Will the Honourable the Supply Member be pleased to state whether his attention has been drawn to the following statement made by His Excellency the Viceroy on the 15th December, 1944, in his address to the Associated Chambers of Commerce:—

“Production (of coal) throughout 1944, though below our target, has been greater, month by month, than the corresponding figures for 1943”?

(b) Will the Honourable Member please refer to the following statement made by him to my starred question No. 17 on the 1st November, 1944:—

“The total quantity of coal raised throughout India during the four months, June to September, 1944, was, in fact, slightly lower than the output in the corresponding period of last year”

(c) Will the Honourable Member be pleased to reconcile the above two statements and indicate which of them represents the correct position?

The Honourable Sir Sultan Ahmed: (a), (b) and (c). The two statements clearly cannot be reconciled for the all-India figures. The statement referred to in part (a) is, however, correct for the average monthly raisings in the Bengal and Bihar fields, the two largest fields in India, for the first 11 months of the year 1944.

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

SOFT COKE REQUIREMENTS AND QUOTAS

†24. *Mr. K. O. Neogy: (a) Will the Honourable the Supply Member be pleased to state the approximate daily average requirements of soft coke for domestic consumption in Calcutta during the years 1941, 1942, 1943 and 1944, separately, and the present daily requirements of the same with due regard to the increased population of the city?

(b) What was the daily quota of soft coke supply fixed for the city of Calcutta during each of the years, 1941, 1942, 1943 and 1944?

(c) What was the approximate daily requirement of soft coke for the Province of Bengal (excluding Calcutta) and other Provinces; separately, in British India, during the years 1941, 1942, 1943 and 1944, and what is the present daily requirement of the same for these Provinces?

(d) What was the daily quota of domestic fuel fixed for the Province of Bengal (excluding Calcutta) and other Provinces, separately, in British India, during each of the years, 1941, 1942, 1943 and 1944?

(e) Is it a fact that the quotas of soft coke in each Province have been gradually reduced from time to time? If so, what are the reasons for such reductions?

(f) Were such reductions of quotas for domestic fuel made with the consent or previous knowledge of the different Provincial Governments or solely on the initiative of the Central Government?

(g) Is it a fact that there is no dearth of second class coal for manufacturing soft-coke and that the output of such coal can be further increased if wagons are assured in full to carry the coke?

(h) Is it the policy of Government to give special preference to domestic fuel in the matter of wagon supply? If so, will the Government issue necessary instructions on this point?

The Honourable Sir Sultan Ahmed: (a) There is no reliable information about the daily average requirements of soft coke for domestic consumption in Calcutta during the years 1941 to 1944, nor of the present daily requirements. It is known, however, that, before the war, about 30 wagons of soft coke per day were arriving in Calcutta. Various estimates, the accuracy of which is not definitely known, place the present daily requirements as 45 to 50 wagons.

(b) No quota had been fixed for 1941 and 1942. The daily quota of soft coke fixed for 1943 and 1944 was 30 wagons per day. As against this, average actual deliveries were 28 wagons per day, in 1943, 32 wagons per day during the first six months of 1944 and 37 wagons per day during the last six months of 1944.

(c) No reliable information is available about Provincial requirements of soft coke for the years 1941 to 1944 and the present requirements.

(d) The Honourable Member is presumably referring to soft coke and not to other varieties of domestic fuel. Supplies to the Provinces are made not on the basis of fixed daily quotas but according to the availability of soft coke and transport from month to month for catering to the needs of the Provinces. The present basis of supplies is as follows: *

Bengal (excluding Calcutta)	17 wagons per day.
The Punjab	8 wagons per day.
The U. P.	4 wagons per day.
Bombay	1 wagon per day.
Bihar	8 wagons per day.
Delhi	5 wagons per day.

(e) Supplies of soft coke to the Provinces have fluctuated from time to time and there have undoubtedly been reductions, the main reasons being the scarcity of soft coke and coal.

(f) The reductions, when necessary, were made by the Central Government.

(g) The answer is in the negative. An increase in output is not solely dependent on the supply of wagons.

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

(h) On the assumption that the Honourable Member is again referring to soft coke only, I can state that the requisite degree of priority is given for wagons needed for transporting soft coke for domestic consumption. No further instructions in the matter are considered necessary.

QUOTAS OF COAL WAGONS FOR CERTAIN INDUSTRIES

†25. *Mr. K. C. Neogy: (a) Will the Honourable the Supply Member be pleased to state the total monthly quotas of coal wagons fixed for each of the following industries during the years 1943, 1944 and for the current year, separately:—

- (i) Cotton Mills,
- (ii) Jute Mills,
- (iii) Iron and Steel Factories,
- (iv) Steel Re-rolling Mills,
- (v) Ice Factories,
- (vi) Glass Factories,
- (vii) Cement Factories,
- (viii) Electric and Gas Companies,
- (ix) Water Supply Concerns in towns,
- (x) Rice Mills,
- (xi) Oil Mills, and
- (xii) Flour Mills?

(b) Is it a fact that considerable reductions in quotas have been made now and then in respect of certain industries? If so, what are the reasons for, and the basis of, such reductions?

(c) Is it a fact that the reductions in quotas in respect of different industries have not been proportionate to their previous quotas?

(d) Is it a fact that the quotas for Cotton Mills and a few other industries have recently been heavily reduced, in spite of the fact that, as stated by His Excellency the Viceroy on the 15th December, 1944, to the Associated Chambers of Commerce, the coal raisings were higher from month to month in 1944 in comparison with that of 1943? What has been the effect of such reduction on the industries concerned, and what are the prospects for the increase of their quotas in the near future?

(e) Is it a fact that besides the reduction of monthly quotas in the case of certain industries, quotas that cannot be delivered due to non-supply of wagons and to other causes, are automatically cancelled each month? If so, why?

The Honourable Sir Sultan Ahmed: (a) It is not in the public interest to disclose figures of coal allocations to individual industries.

(b) and (c). Coal allocations are fixed each month on the basis of the estimated availability of coal during that month, and allocations and supplies in the preceding months, after taking into account the relative essentiality of the consumer concerned, its stock position and the variations necessitated by seasonal demands or any increase or decrease in the requirements as reported by the Departments concerned. Whenever any reductions are made on account of coal shortage, they usually take the form of a percentage cut in the quotas, subject of course, to the factors mentioned above.

(d) No, Sir. There has been no recent heavy reduction in the basic quotas for industries.

It is not possible to indicate at present whether any increase will be made in the quotas of various industries in the near future. This will depend upon the amount of coal available for despatch from month to month and the availability of rail transport to move the coal.

(e) Yes, Sir. It is impossible to carry forward undelivered balances to the succeeding months owing to the limitations imposed by the coal and rail transport available in each month.

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

FUNDS FROM PRODUCTION CESS IMPOSED ON DESPATCHES OF COAL AND COKE

†26. *Mr. K. C. Neogy: (a) Will the Honourable the Supply Member be pleased to state the amount that is expected annually from the production cess imposed on despatches of coal and coke in British India?

(b) Who will administer the funds so realised, and how is it proposed to spend the amount?

(c) What proportion of the total amount is proposed to be spent for the purchase of machineries from abroad?

(d) Will the benefits of such machineries be extended to all collieries?

(e) Is it a fact that the machineries ordered in this connexion are mostly of the type that can be used by a limited number of collieries and that most of the Indian Collieries are not likely to derive any appreciable benefit out of the consignments of such machinery?

(f) In view of the answers of the Honourable Member in reply to my starred question No. 17 (d) (ii) on the 1st November, 1944, that the Government have agreed to advance loans to colliery-owners for capital expenditure for the purchase of machineries up to the limit of the amount at their credit in the compulsory deposit under the Excess Profits Tax Act, is it the desire of Government to deny the benefit of such loans to those collieries which do not pay Excess Profits Tax? How many colliery concerns approximately are likely to be benefited by this measure?

The Honourable Sir Sultan Ahmed: (a) and (b). The attention of the Honourable Member is invited to the answer given to the Honourable Member's Starred question No. 212 on the 9th November, 1944. The amount stated in the reply is in respect of coal and coke despatched throughout India, including Indian States.

(c) As is stated in section 3(3) (e) of the Coal Production Fund Ordinance, 1944, the fund will only be used to meet any deficit resulting from plant which has been purchased by Government from abroad and offered to collieries remaining unsold after delivery in India. It is anticipated that the whole of the plant imported will be purchased by collieries.

(d) The machinery purchased by Government is available to any colliery offering to purchase it, and in the opinion of the Coal Commissioner best able to make full use of the plant.

(e) No.

(f) The loans will only be available to collieries which pay E.P.T. As regards the second part of the question, Government have no information.

OPEN-CUT QUARY MACHINERIES ORDERED BY CENTRAL GOVERNMENT FOR USE IN INDIAN COAL-FIELDS

†27. *Mr. K. C. Neogy: (a) Will the Honourable the Supply Member be pleased to state the total value of the open-cut quarry machineries which have been obtained already or for which orders have been placed so far by the Central Government for use in Indian coal-fields?

(b) Have such machineries been booked from the U. K. or from the U. S. A., and who has booked such orders on behalf of Government?

(c) What is the value of such machinery that has so far arrived in India?

(d) Has the attention of Government been drawn to United Press message, dated London, January 11, about the supply of old and inferior open-cut coal-getting machineries which either have to be completely dismantled or have to be equipped with essential spares?

(e) Have Government been satisfied that such class of machineries, as stated above, has not been shipped to India?

(f) Is it a fact that the Coal Commissioner by exercising Defence of India Rules is compelling some colliery proprietors in the Bengal and Bihar coal-fields to open up quarries in their mines with the aid of open-cut quarry machinery? If so, do Government propose to compensate such collieries in future, if their

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

mines and other mines adjoining theirs, get into water troubles through percolation and pay all their extra pumping expenses including capital expenditure entailed by the employment of open quarry methods?

The Honourable Sir Sultan Ahmed: (a) About 3·2 million dollars.

(b) From U.S.A., orders were placed by the Indian Supply Mission on behalf of the Government of India.

(c) Approximately 1,000,000 dollars.

(d) and (e). The Honourable Member has presumably in mind the message that appeared in the *Hindu* of the 11th January 1945. It probably refers to the equipment that was obtained for use in Britain. So far as we are concerned, second-hand machinery, whenever purchased, was reconditioned through the well known firm, Messrs. Foley Brothers, under adequate supervision and made serviceable before being sent out.

(f) Government will be working on quarries on terms to be mutually agreed between the owners and Government. In one case an order under the Defence of India Rules was issued as it was not possible otherwise to contact the owner. The order was withdrawn as soon as the owner appeared.

UNSATISFACTORY LIGHTING ARRANGEMENTS AND OVERCROWDING IN TRAINS ON OUDH AND TIRHUT RAILWAY

28. *Mr. Satya Narayan Sinha: (a) Is the Honourable Member for Railways aware that in the Oudh and Tirhut Railway, most of the compartments in the passenger trains are without any light during night?

(b) Is the Honourable Member aware that in all lavatories of the First and Second class compartments in the said Railway there is no arrangement for light during night, which causes great inconvenience to the travelling public?

(c) Is the Honourable Member aware that in the said Railway overcrowding in the passenger trains is increasing every day?

(d) If the reply be in the affirmative, will the Honourable Member consider the advisability of increasing the number of trains to some extent?

(e) Is the Honourable Member aware that in the said Railway there is no proper checking of the passengers with the result that in the First and Second Class compartments passengers holding lower class tickets get in and the *bona fide* upper class passengers do not get accommodation?

(f) Will the Honourable Member draw the attention of the Manager of the said Railway to look to this matter and remove the grievances of the upper class passengers?

The Honourable Sir Edward Benthall: (a) and (b). Government have received reports that due to lack of bulbs it has been impossible to provide lighting in certain passenger compartments and in all lavatories of First and Second Class compartments.

(c) and (d). I admit that overcrowding is becoming more acute. Unfortunately there is no immediate remedy. The Honourable Member may rest assured that the existing train services will be supplemented as soon as circumstances permit.

(e) I am informed that an organisation exists for the checking of passengers and although the Administration has received but few complaints, additional staff have recently been appointed.

(f) The Railway Administration has already been made aware of the Honourable Member's complaint.

Mr. Manu Subedar: With regard to this question of bulbs particularly in lavatories of all trains the Honourable Member said the same thing last Session and I want to know whether we are going to have the same reply repeated—that Government are short of bulbs and are considering the question?

The Honourable Sir Edward Benthall: I will give the Honourable Members supplementary information. We have an order of 1944 for 2 lakhs of train lighting bulbs outstanding against the United States of America. We are expecting to receive the first 20,000 of these only now, in February 1945; so

the Honourable Member can see to what extent we have been let down by late deliveries. We are also endeavouring to get 50,000 of these despatched by air from America. We have also placed an order through the Secretary of State for another 75,000, of which we hope to get 30,000 by air. We have also placed a further order on the United States authorities for 3 lakhs of train lighting bulbs for 1945. The Honourable Member will therefore see the dimensions of the problem and the extent to which we are dependent on the supply which has not come forward in time.

Mr. Manu Subedar: May I know why there was this extraordinary delay in placing these orders? I appreciate the action now taken, but why was there such a delay in placing these orders when this difficulty has been experienced not now but over so many years?

The Honourable Sir Edward Benthall: There was no delay in placing the orders: the delay was in getting delivery of the orders.

(Some Honourable Members rose to put further supplementary questions).

Mr. President (The Honourable Sir Abdur Rahim): Question time is now finished.

(b) WRITTEN ANSWERS

REVISION OF SCALES OF PAY OF OUDH AND TIRHUT RAILWAY EMPLOYEES

29. *Mr. Satya Narayan Sinha: (a) Will the Honourable Member for Railways be pleased to state if there has been any revision in the scale of pay of the employees of the Oudh and Tirhut Railway, since it has been taken over from the Bengal and North Western Railway?

(b) If the reply be in the negative, will Government be pleased to state the reason for not putting the scale of pay of the employees on par with other State-managed Railways?

The Honourable Sir Edward Benthall: (a) Yes, the revision will come into force from 1st April 1945.

(b) Does not arise.

DISPENSING WITH SERVICES OF RAILWAY SERVANTS IN THE SIGNAL DEPARTMENT

30. *Seth Yusuf Abdoola Haroon: Will the Honourable Member for Railways please state if it is a fact that services of many Railway servants were done away with in the Signal Department in contravention of Essential Services Ordinance, 1941?

The Honourable Sir Edward Benthall: (a) The services of three employees were dispensed with but one of them was, on reconsideration, reinstated. The Essential Services (Maintenance) Ordinance 1941 was not contravened.

MACHINERIES IMPORTED UNDER LEND-LEASE FROM AMERICA.

31. *Dr. Sir Zia Uddin Ahmad: (a) Will the Honourable the Supply Member be pleased to state the number of machineries received in India under lend-lease system from America?

(b) To whom were these machineries allotted, and were the Provincial Governments consulted in the allotment of these machineries?

(c) Where will these machineries be located, or have already been located?

(d) In what manner did the Government of India select persons to whom these machineries were given?

(e) How many of these machineries were given to the Mussalmans?

The Honourable Sir Sultan Ahmed: (a) The word "machineries" is of very wide range and it is difficult to pursue the detail put forward by the Honourable Member unless it is more closely defined. If the Honourable Member will tell me more precisely what is in his mind I shall see what can be done to procure the information he asks for so far as the non-military field is concerned. To pursue the details put forward would in any case involve a considerable expenditure of time and paper. Meanwhile the following general replies present themselves.

(b), (c), and (d). Any machinery—or any other article—received under L/L must have had a definite justification for the war effort acceptable to the U.S.A. Government. They were procured therefore to be used towards the war effort and their location and the agency using them were determined solely by considerations of the war effort. Moreover their acceptance for L/L is generally related to their use at a particular place for a particular element of the war effort. The Government of India are responsible for the war effort and therefore the allocation of any L/L article is for them to decide.

(e) As explained above the allocation of machinery or other articles received under L/L from specific justification for the war effort and the chief recipient in any case is the Government of India itself.

MACHINERIES IMPORTED UNDER LEND-LEASE FROM AMERICA

32. *Dr. Sir Zia Uddin Ahmad: (a) Will the Honourable the Supply Member please mention the nature and the articles which the machineries imported from America under lend-lease system will manufacture?

(b) Are the Government of India expecting more machineries under lend-lease system?

(c) If so, how many, and for what purpose?

The Honourable Sir Sultan Ahmed: (a) The Honourable Member is referred to my answer to Question No. 31 which gives the general background to both questions.

(b) and (c). Very few classes of machinery are now as such eligible for L/L at all. The giving of L/L is in the discretion of the Government of the U.S.A. and it is impossible for me to make any statement of expectations under L/L. The field however is definitely restricted.

EXTERMENT OF PANDIT SURAJ PRASAD UPADHYA OF NEPAL

33. *Mr. Badri Dutt Pande: Will the Foreign Secretary please refer to starred question, No. 494 of the 17th November, 1944, and state if it is a fact that the Nepal Government has since written for the externment of P. Suraj Prasad Upadhyaya? If so, with what result?

Sir Olaf Caroe: Yes. A Magisterial enquiry into the existence or otherwise of a *prima facie* case for extradition is in progress.

DECISION ON REPORT OF THE TECHNICAL MISSION ON MANUFACTURE OF ARTIFICIAL FERTILIZERS

34. *Mr. K. C. Neogy: (a) Will the Honourable the Supply Member be pleased to state whether any final decision has been reached by the Central Government on the Report of the Technical Mission on the manufacture of artificial fertilizers? If so, will the Honourable Member please make a comprehensive statement explaining in detail any scheme that may have been adopted by Government in relation to this matter?

(b) Will the Honourable Member be pleased to state the purport of the views expressed by representatives of Provincial Governments who were called to a conference held in the latter part of November, 1944, for the purpose of discussing various questions relating to the manufacture of chemical fertilizers in India?

The Honourable Sir Sultan Ahmed: (a) The attention of the Honourable Member is invited to the Press Note dated the 20th January 1945 which has recently been published on the subject.

(b) The recommendations of the Conference were:

(i) That the Central Government should be responsible for the technical management of the factory;

(ii) That while the Central Government must take substantial share in financing the project, it was also desirable for the Provinces and States to take substantial shares;

(iii) While the majority favoured the immediate erection of a single factory for the production of 350,000 tons, there was a strong feeling from the

southern provinces in favour of a smaller factory as soon as possible in the southern area;

(iv) The general feeling was in favour of a site at Sindri while some provinces favoured Harduaganj near Aligarh.

UNSTARRED QUESTION AND ANSWER

DEARNESS ALLOWANCE OF LOW-PAID POSTS AND TELEGRAPHS DEPARTMENT EMPLOYEES.

1. **Mr. Manu Subedar:** (a) Will the Secretary for Posts and Air please state how many employees of the Posts and Telegraphs Department have been receiving less than Rs. 50 per month, and what is their percentage with reference to the total?

(b) Have Government received representations that those who have to bring up a family on such salary cannot live on the allowances which are at present being given and which are ranging between about thirty and forty per cent, only of their pay, whereas the general index of foodgrains and other commodities has gone up by about a hundred and thirty per cent.?

(c) Do Government propose to arrange an automatic standard for dearness allowance to their employees getting less than Rs. 50?

(d) Will Government state their policy as to how these dearness allowances and war allowances are fixed?

(e) If they are fixed on the basis of the index number, what objections are there to making an automatic increase or decrease in these allowances according to the official index number?

(f) Is there any reason why Government have not adopted this plan on lines on which such a plan has been imposed on the Ahmedabad millowners in the case of mill workers?

(g) What representations have Government received in this matter, what have they done so far and what do they propose to do?

Sir Gurunath Bewoor: (a) The approximate number of employees of the Posts and Telegraphs Department whose monthly salary is less than Rs. 50 is 100,000, which is about 75 per cent. of the total staff employed by the Department.

(b) Yes; but I may add that the allowances represent in many cases more than 40 per cent. of pay.

(c), (d) and (e) Government are taking all possible steps to increase the supply of essential commodities and to control prices. Some progress in this respect has already been effected, and further progress is expected. It is along these lines that Government feel that lasting relief can more effectively be secured. The rates of dearness allowance and war allowance are reviewed periodically by Government in the light of the general course of prices and not with reference to any particular price index or cost-of-living index. The reasons for this are that the rise in the cost of living has not been uniform throughout India, and reliable cost-of-living indices are available only for a relatively small part of the country. While Government realise that the present rates only compensate in part for the increased cost of living, they regard them as affording as much relief as all the factors, which have to be taken into consideration, permit.

(f) Government consider that the plan applied to the mill workers of Ahmedabad is wholly unsuitable for application to the employees of the Posts and Telegraphs Department.

(g) Government have from time to time received representations regarding the inadequacy of the dearness allowance granted to Posts and Telegraphs employees and have revised such allowances periodically as justified. The question of the dearness allowance to Government employees is constantly under the consideration and review of Government.

STATEMENTS LAID ON THE TABLE

Information promised in reply to starred question No. 196 asked by Bhai Parma Nand on the 8th November, 1944.

INCOME-TAX REFUNDS TO CERTAIN ASSESSEES IN THE PUNJAB

[NOTE.—This question was withdrawn by the questioner with the permission of the Honourable the President, and consequently the information promised was not laid on the table.—*Ed. of D.*]

Information promised in reply to part (d) of Starred Question No. 60, asked by Mr. K. C. Neogy, on the 9th November, 1943.

STATEMENTS BY SECRETARY OF STATE FOR INDIA ON FOOD SITUATION IN INDIA

Statement showing the steps taken in different provinces to re-instate the agricultural population of areas compulsorily evacuated for military reasons and occupied on behalf of the fighting forces, in other areas and to provide them with facilities of finance and equipment, so as to enable them to resume their activities of farming, and the acreage thus brought into cultivation as compared with the acreage vacated.

Assam.—Over 23,000 acres of land were requisitioned for use by military authorities. About 3,000 acres of land were made available to ejected persons in other areas. Some of the tenants took up employment with the military personnel and others settled as tenants under the Tea Gardens. All were paid due compensation.

Bengal.—Liberal payments have been made by way of compensation or assistance to the agricultural population compulsorily evacuated for military reasons, particularly in respect of the following:—

1. For transport of persons and property.
2. For standing crops, fruits on trees, and fish in tanks, etc.
3. For *kutcha* homesteads.
4. For temporary deprivation of the use of *pucca* houses.
5. For loss of income from lands, tanks, gardens, etc., at the rate of 75 per cent. of the estimated value of gross produce of the lands, calculated at the prevailing price of the crops at the time of harvest every year during the period covered by requisition.
6. For loss of earnings caused by sudden removal, and
7. Any other compensation that may be reasonably payable in individual cases of peculiar or exceptional nature.

In districts where cultivable fallow lands were available, e.g., 24-Parganas, Jessore, Dinajpur, Nadia and Chittagong, the evacuees were offered new lands for settlement and cultivation, without result except for a few who took settlement of lands in the district of Chittagong. The evacuees generally preferred to make their own arrangements and settle temporarily in the neighbourhood of their old homes on private lands. The Bengal Government consider that the compensation given by Government has been sufficiently liberal that as the evacuees are assured of the same income as they would have obtained from their own lands without having to undergo any trouble or worry or to incur any expense for cultivation, there has not been much incentive to take up new lands for cultivation.

Bihar.—Out of the lands taken over for aerodromes, military camps, training grounds, etc., there are some 12,000 to 13,000 acres of agricultural land. Some of these lands were temporarily occupied and subsequently released so it is not possible to give accurate figures. In all cases compensation has been given on a liberal scale either for complete acquisition or for loss of each season's crop.

Bombay.—About 1½ lakh acres of agricultural and non-agricultural land were requisitioned in Bombay Province for use by military authorities. About 4,000 acres of land were acquired by dispossessed tenants in the neighbourhood of their evacuated homes either by cash payment from the financial compensation paid to them or through the help of their relatives. Forest land was offered to them in other villages and some secured employment in military works started on occupied areas. Others went to Bombay City and suburbs in view of the great demand for skilled and unskilled labour.

C. P. & Berar.—More than 84,000 acres of land have been requisitioned in the Province for military use. A cash compensation exceeding Rs. 3 lakhs has been afforded to the persons dispossessed of their lands. Facilities have been granted to arrange their resettlement in new areas by making available construction material, equipment, etc., free of cost and at concessional rates. Evacuation charges have been paid and many cultivators have bought new holdings with the compensation paid to them and some have actually been able to buy village shares. Some areas in the province has been notified for field firing and artillery practice. The cultivators of these areas have been paid adequate compensation for temporary evacuation. They are allowed to continue their agricultural operations and are liberally compensated for any damage caused to the crops.

Madras.—More than 8,670 acres of land have been requisitioned for use by military authorities in the Madras province. The tenants thus ejected from their holdings have been compensated with grants in cash. In areas where fruit orchards existed, they have been allowed to continue to earn their livelihood by collecting fruit, etc. The ryots have

been content with the lease amounts offered to them as compensation and have not applied for Government lands for the purpose of cultivation.

N. W. F. P., Baluchistan, Delhi, Coorg, and Ajmer-Merwara.—No agricultural populations in these Provinces have been compulsorily evacuated for military reasons.

Orissa.—A total of 6,432 acres of land has been either requisitioned or acquired for military purposes, out of which 2,364 acres are cultivable land. Compensation has been, or is in course of being paid for all such lands.

Punjab.—34,765 acres of land have been requisitioned in the Punjab for military reasons. 1808 acres of land in the Nili Bar were given to persons evicted from 432 acres of land requisitioned for the Kala Base in Jhelum district.

Sind.—No special steps were necessary in this province to reinstate agricultural population compulsorily evacuated for military purposes.

U. P.—Exact figures of acreage acquired for use by military authorities in the United Provinces are not available. Facilities have, however, been afforded to the tenants who were dispossessed of their lands, in one or other of the following ways :—

- (1) Cash payment of compensation.
- (2) By giving land at other places, and also construction material free of cost or at concessional rates.
- (3) By absorbing tenants in certain military works.
- (4) By allowing them to settle either in Government estates or in areas under the management of the forest department.
- (5) By giving financial assistance for equipment, etc., to start agricultural operations to such tenants who needed it.

Information promised in reply to Unstarred Questions Nos. 33 and 35, asked by
Bhai Parma Nand on the 6th November, 1944

VACATION TO TRAIN EXAMINERS TRAINING SCHOOL AT JAMALPUR

No. 33.—(a) The Technical School at Jamalpur was not closed, but the training classes for Train Examiners could not be held from 1st May, 1944, to 13th August, 1944, as a suitable Instructor was not available during that period.

(b) During the above period one Instructor was utilized elsewhere and his pay debited elsewhere.

(c) As explained in the reply to part (a), the School was not closed and no students were returned without receiving training, except roughly 15 persons, who were sent by the various divisions to which intimation regarding the temporary suspension of training classes for Train Examiners could not be sent in time.

TRAVELLING ALLOWANCE PAID TO CERTAIN TICKET INSPECTING STAFF ON EAST
INDIAN RAILWAY

No. 35.—Government understand that some of the Junior Inspectors, Senior Inspectors and Chief Inspectors, viz., those employed on the Asansol, Lucknow and Moradabad Divisions have not been paid the correct rate of consolidated travelling allowance to which they are eligible in accordance with Government's orders, and that the Railway Administration is taking steps to put the matter right.

Information promised in reply to part (a) of Starred Question No. 146, asked
by Mr. Manu Subedar on the 7th November, 1944.

EXAMINATION OF PASSENGERS' LUGGAGE AT VIRAMGAM DUE TO EXPORT CONTROL

256 cases of evasion were detected at Viramgam up to October 1944, during the customs examination of passengers and their baggage at Viramgam in connection with enforcement of the restrictions imposed by the Government of India in 1943, on export of (i) gold, (ii) tea, and (iii) cloth to Maritime States in Western India.

The action taken in these cases is indicated below :—

	Number of cases.
(1) Confiscation, subject to redemption on payment of fine	2
(2) Prosecution	39
(3) Goods allowed to be rebooked to British India or subsequently passed for export to Kathiawar	100
(4) Disposed of by public auction as the passengers failed to produce the requisite licences or did not ask for the re-booking of the goods to British India	115
	(covering a total quantity of 930 lbs of tea.)

Information promised in reply to Starred Question No. 164, asked by Sardar Sant Singh, on the 8th November, 1944
COMMUNAL COMPOSITION IN HIGHER POSTS OF CERTAIN OFFICES UNDER THE FINANCE DEPARTMENT

Name of Department	Posts carrying monthly salary from Rs. 500 to Rs. 749 and up to Rs. 999 and held by					Posts carrying monthly salary from Rs. 1,000 and up to Rs. 1,499, and held by					Posts carrying monthly salary from Rs. 1,500 and above and held by					Remarks						
	Europeans	Anglo-Indians	Hindus	Muslims	Sikhs	Others	Total	Europeans	Anglo-Indians	Hindus	Muslims	Sikhs	Others	Total	Europeans		Anglo-Indians	Hindus	Muslims	Sikhs	Others	Total
Finance Department	1	10	3	2	16	1	2	1	1	2	12	7	1	2	17							
Central Board of Revenue	3	3	3	3	6	3	3	1	5	3	11	5	3	8								
Inspectorate of Customs and Central Excise	1	1	1	1	1	1	1	1	1	1	1	1	1	1								
Office of the Chief Chemist, Central Revenues	1	1	1	1	1	1	1	1	1	1	1	1	1	1								
Auditor General of India	2	1	1	1	4	1	1	1	1	1	2	1	1	2								
Director of Railway Audit	1	19	1	1	20	3	4	2	2	2	2	2	3	3								
Accountant-General, and Deputy Accountant General, Posts and Telegraphs	11	11	1	12	2	2	2	1	1	1	1	1	1	1								
Accountant General Central Revenues	40	5	1	47	2	2	2	2	2	2	2	2	2	2								
Chief Controller of Supply Accounts	14	14	1	14	8	8	8	2	2	2	2	2	2	2								
Director of Audit, Defence Services	16	4	1	22	2	2	4	4	2	19	1	1	1	21								
Military Finance Department	11	4	1	16	1	9	11	6	8	3	17	10	8	3								
Finance Department (Supply)	1	1	1	1	1	1	1	1	1	1	1	1	1	1								
Office of the Additional Financial Adviser (Supply Finance)	1	1	1	1	1	1	1	1	1	1	1	1	1	1								
Office of the Joint Financial Adviser (S) Supply Finance	1	3	1	4	2	2	3	1	4	1	6	2	4	2								

*excludes 4 vacant posts.
 †excludes 1 vacant post.

Information promised in reply to Starred Question No. 194, asked by Mr. Manu Subedar on the 8th November, 1944.

OUTSIDE MISSIONS TO INDIA

(a) Altogether 13 Missions have come to India since the commencement of the war.

(b) Name of Mission :	Cost to India
	Rs.
(i) Dehydration Mission	Nil
(ii) Thai Goodwill Mission	15,000
(iii) Chinese Educational Mission	33,744
(iv) Persian Cultural Mission	15,000
(v) Rubber Mission	Nil
(vi) Anglo-American Ports and Shipping Mission	10,500
(vii) Turkish Press Mission	68,700
(viii) Inglis Appleton Mission	21,000
(ix) Anglo-American Steel Mission	Nil
(x) Machine Tool Mission	Not known at present.
(xi) American Technical (Grady) Mission	54,907
(xii) Fertilizer Technical Mission	19,200
(xiii) Ministry of Supply Mission	3,31,113

NOTE.—Various military missions and military experts have visited India since the beginning of the war, but it is not possible to give particulars of them, nor to state the cost to India as no separate account has been maintained. It may, however, be added that the expenditure has not been large: it is usually confined to accommodation, travelling entertainment is met from the Defence Services Estimates.

(c) The Honourable Member's attention is invited to the reply given to Mr. K. C. Neogy's starred question No. 11 on the 10th February, 1943.

(d) The Government of India invited the U. K. Machine Tool Mission to take stock of India's resources of Engineering plant and machinery and to advise on adjustments necessary in the distribution of Machine Tools in India and to suggest measures for their improved utilisation.

(e) (i) Prof. A. V. Hill, Secretary of the Royal Society, was invited to visit this country by the Government of India. The cost to India of his visit is estimated at Rs. 17,000.

(ii) The Earl of Munster was sent out by His Majesty's Government to investigate the arrangements for the welfare, entertainment and amenities in general, for the armed forces in India and the South East Asia Command. It is unlikely that Indian revenues will have to bear any part of the cost of his visit.

(iii) Sir Henry French's visit was suggested to the Government of India by the Secretary of State. He came as the guest of the Government of India and the approximate cost of his visit was Rs. 12,000.

(iv) Mr. Beverley Nichols came to India uninvited and Government did not make any contribution to the cost of his visit.

(f) Statement showing the number of Experts called out for this country and cost of their services

Serial No.	Name	Total expenditure incurred as pay, etc.		Remarks
		Rs.	A. P.	
1	Mr. J. F. Morse (Canning Expert)	60,000	0 0	
2	Dr. S. M. Partridge (Dehydration of fish and meat)	15,600	0 0	
3	Mr. H. G. Westall (Dehydration of fish and meat)	6,000	0 0	
4	Mr. H. D. Vigor, Adviser to the Food Department	8,392	14 0	
5	Mr. W. H. Kirby, Rationing Adviser	47,953	0 0	
6	Dr. F. P. Coyne, Director of Storage	9,083	5 0	
7	Labour Adviser to the Government of India	35,350	0 0	
8	Mr. P. C. Young, Coal Commissioner	56,550	0 0	
9	Mr. Frank Parr, Steel Commissioner	66,000	0 0	
10	Mr. O. S. Oldfield, Machine Tools Engineer Adviser	62,500	0 0	(Since been recalled to U. K.),
11	Dr. R. W. Phillips, American Animal Husbandry Expert	1,500	0 0	
12	Mr. A. C. Trubshaw, Deputy Machine Tools Engineer Adviser	39,100	0 0	
13	Air Commodore R. H. Verney, Deputy Director General Aircraft	62,250	0 0	
		3,71,279	3 0	

(g) Six medical experts have been invited to visit India at the request of the Health Survey and Development Committee from the United Kingdom, the United States of America and Australia to assist the Committee. After a short tour in India the experts will have discussions with the Committee and make available to the Committee their experience in medical education and various branches of medical and public health administration in their own countries. An invitation has also been extended to the Government of U.S.S.R. to send a representative, but no reply has yet been received.

The total cost of this mission is expected to be Rs. 63,000.

Information promised in reply to parts (b) to (e) of Starred Question No. 197, asked by Mr. Ananga Mohan Dam, on the 8th November, 1944.

SCHEME FOR RESETTLEMENT OF PERSONS EVICTED FROM HOMES UNDER DEFENCE OF INDIA RULE 75 (a) (1)

(b) The valuation of houses is made by the Deputy Commissioner assisted by his subordinate staff as in ordinary cases of land acquisition.

(c) and (d). Government are informed that the standards of the Public Works Department of the Government of Assam are not applicable to the ordinary type of village homesteads. Valuation of more substantial houses is made on a plinth area basis in consultation with officers of the P. W. D. There is no fixed table of rates for the valuation of trees, which are assessed by local officers familiar with the conditions.

(e) Government understand that there is some anxiety and discontent. They have repeatedly expressed their desire that payments should be promptly made, but the volume of requisitioning in certain areas throws a great burden on the staff concerned.

Information promised in reply to parts (c) and (d) of Starred Question No. 215, asked by Mr. Kailash Bihari Lall, on the 9th November, 1944

TRAVELLING COURTS ON RAILWAYS

(c) Travelling courts functioned in Dinapore Division on three occasions as under :—

- (i) On all trains on the Patna-Gaya Branch during the period 20th to 30th August, 1944,
- (ii) On 26 Down and 25 Up trains on the Main Line between Patna Junction and Mokameh Ghat on 3rd and 4th October, 1944 respectively, and
- (iii) On 14 Down and 25 Up trains on the Main Line between Patna Junction and Mokameh Ghat on 12th and 13th October, 1944 respectively.

The number of cases detected and tried and the amount involved, on each occasion, are given below :—

Number of cases detected and tried	Amount involved.		
	Rs.	A.	P.
(i) 1,200	4,040	7	6
(ii) 234	874	8	0
(iii) 148	1,007	5	0

(d) A bogie fitted with Prison fittings, with a Magistrate, a sufficient number of Police and an adequate number of Ticket Checking staff, is run on the train. The normal method of ticket checking is applied and Ticketless passengers failing to pay railway dues on demand are forthwith produced before the Magistrate who summarily tries the cases on the train.

As regards the 2nd part the Honourable Member's attention is invited to the reply to part (c) above.

Information promised in reply to parts (a) and (c) of Starred Question No. 286, asked by Mr. K. C. N.ogy, on the 10th November, 1944

COTTON TEXTILE MILLS TAKEN OVER BY THE GOVERNMENT

(a) The maximum manufacturing capacity of the Shree Ram and Seksaria Mills is—

Shree Ram Mills—		Yarn	
Cloth	2,056,073 yards per month working 2 shifts of 9 hours each per day.	2,55,927 pounds per month working two shifts of ten hours each per day.	
Seksaria Mills—		Yarn	
Cloth.	3,049,621 yards per month working 2 shifts of 9 hours each per day.	1,415,609 pounds per month working two shifts of nine hours each per day.	

(c) No.

Information promised in reply to Starred Question No. 242, asked by Mr. T. T. Krishnamachari, on the 10th November, 1944

GOVERNMENT CONTRACTS PLACED WITH IMPERIAL CHEMICAL INDUSTRIES

- (a) No special contracts have been placed by the Government of India with the Imperial Chemical Industries (India) Limited.
 (b) No.
 (c) None. They act as Lease-Lend agents on the same terms and conditions as other importers.

Information promised in reply to Unstarred Question No. 49, asked by Sardar Mangal Singh, on the 10th November, 1944

WHEAT AND SUGAR PURCHASED BY THE REGIONAL FOOD CONTROLLER, MEERUT

(a) Regional controllers were appointed in 1943. Wheat purchased by the Regional Food Controller, Meerut from the 15th July, 1943 to 30th April, 1944 amounted to 28,110 tons and 43,200 tons from the 1st May, 1944 to the 9th November, 1944.

No sugar has been purchased by the Regional Food Controller, Meerut.

(b) Stations within the Meerut Food Region.

(c) From fifty-seven assembling markets in the Meerut Region.

(d) The Grain was disposed of partly as export outside the United Provinces under the Basic Plan 1943-44, partly stored for use in the Region and partly moved to other deficit areas in the United Provinces.

Information promised in reply to Starred Questions Nos. 364, 365, 366 and 368, asked by Maulvi Muhammad Abdul Ghani, on the 14th November, 1944.

PANEL OF APPRENTICE TRAIN EXAMINERS ON BENGAL AND ASSAM RAILWAY.

No. 364.—(a) In 1944, Apprentice Train Examiners were recruited according to a new method introduced in the previous year; Train Examiners being formerly, drawn from Apprentice Mechanics.

(b) The rules regarding communal reservation were applied but a sufficient number of members of minority communities could not be obtained, as an adequate number of qualified candidates of these communities was not available.

PANEL OF APPRENTICE TRAIN EXAMINERS ON BENGAL AND ASSAM RAILWAY.

No. 365.—(a) Yes.

(b) The reply is in the negative. There was one Muslim.

(c) The position has been explained in reply to part (b) of Question No. 364.

RECRUITMENT OF APPRENTICE TRAIN EXAMINERS ON BENGAL AND ASSAM RAILWAY

No. 366.—Of a total number of 107 Muslim applicants, 86 were called for interview, of whom 35 only appeared before the Selection Board, and 7 were placed on the approved list.

MUSLIM QUOTA OF APPRENTICE TRAIN EXAMINERS ON BENGAL AND ASSAM RAILWAY

No. 368.—Any deficiency which cannot be made good during the current year in subordinate categories as a whole is carried forward to the succeeding year, according to the rules on the subject.

Information promised in reply to Starred Question No. 378, asked by Mr. Muhammad Nauman, on the 14th November, 1944

'D' GRADE POSTS OF OFFICE OF EXECUTIVE ENGINEER, PAKSEY, BENGAL AND ASSAM RAILWAY

(a) Yes. The posts were filled by the promotion, in order of seniority, of clerks who were considered suitable. One of these was a Muslim, but he refused promotion.

(b) The general rules for the recruitment of subordinate staff contained in Appendix II to the State Railway Establishment Code, Volume I, apply to recruitment in the office referred to.

Information promised in reply to Starred Questions Nos. 380, 381, and 382, asked by Maulana Zafar Ali Khan, on the 14th November, 1944.

NON-ADVERTISING OF REORGANISATION INSPECTORS' POSTS ON BENGAL AND ASSAM RAILWAY.

No. 380.—(a) and (b). No person was exclusively requisitioned from the department referred to as a Reorganization Inspector, but a post of Inspector (Special), sanctioned on 12th August, 1944, was filled by an officiating Lower Gazetted Service Officer of the G.I.P.

Railway who was on deputation with the B. & A. Railway. As the post was filled by the transfer of a person from another State-managed Railway, it was neither advertised nor circulated, nor was a Selection Board held or other candidates examined.

(c) The person concerned was considered to be the most suitable for filling the post.

DISCONTINUANCE OF DIRECT RECRUITMENT OF SPECIAL INSPECTORS AND SPECIAL CLERKS ON BENGAL AND ASSAM RAILWAY

No. 381.—(a) Direct recruitment of Special Inspectors and Special Clerks in the Traffic Department of the Bengal and Assam Railway has been discontinued, though in the latter case it is being reintroduced, having been stopped only as an emergency measure. The Home Department Resolution referred to by the Hon'ble Member does not prescribe recruitment to specific grades.

(b) Government have no information.

VACANCIES OF SPECIAL INSPECTORS, ETC., ON BENGAL AND ASSAM RAILWAY

No. 382.—The statement below gives the information required :—

Category	No. of vacancies which occurred during 1942-44		No. of persons absorbed through promotion		No. of persons absorbed through direct recruitment
	Perma- nent	Tempo- rary	Muslims	Non- Muslims	
Special Inspectors	3	10	2	11	Nil.
Special Clerks . . . . .	..	4	Not filled.		Not filled.
Claims and Commercial Inspectors	..	51	16	35	Nil.

Information promised in reply to Starred Questions Nos. 386 and 387, asked by Mr. Muhammad Hussain Choudhury, on the 14th November, 1944.

NON-SELECTION OF MUSLIMS IN STORES DEPARTMENT OF BENGAL AND ASSAM RAILWAY FOR LOWER GAZETTED SERVICE

No. 386.—(a) Yes; no Muslims being available in the grades from which promotion to the Lower Gazetted Service was made.

(b) Does not arise.

PROMOTIONS IN HEAD OFFICES OF STORES DEPARTMENT OF BENGAL AND ASSAM RAILWAY.

No. 387.—No candidates declared unsuitable by the Selection Board held in 1944, were promoted. Certain staff who were declared unsuitable by the Selection Board held in 1943 were, however, as an emergency measure, temporarily promoted to higher grades, pending the holding of a further Selection Board. They were all non-Muslims.

Information promised in reply to Unstarred Questions Nos. 56 and 66, asked by Mr. G. Rangiah Naidu, on the 14th November, 1944.

VISITS OF REGIONAL OFFICERS MEERUT TO CERTAIN STATIONS ON SHAHDARA (DELHI) SAHARANPUR LIGHT RAILWAY

No. 56.—(a) The posts of the Regional Food Controller and the Regional Marketing Officer, Meerut, were created in February, 1943.

Between the 1st of August, 1943 and the 31st October, 1943, both these officers visited the station mentioned, on several occasions. There is no record of the exact dates of such visits.

The main purpose of these visits was to expedite despatch of Government wheat.

On the 16th October, 1943, the Regional Food Controller organized a simultaneous raid by his staff and the police on several stations on the S. S. Light Railway. As a result of this raid, a criminal case was instituted against certain railway officials and merchants regarding the alleged illicit railway movement of khandasari sugar. The case is *sub judice*.

(b) Since March, 1943, the Marketing Inspectors of the various stations on the S. S. Light Railway visited the stations once a week to collect figures of exports and imports of foodgrains for submission to Government. They also visited the stations as occasion arose to see the Govt. despatches of wheat and other foodgrains and from about September, 1943, with a view to watch the working of the Gur Control Order which was notified in August, 1943.

(c) *Meerut Food Region.*—Between March and October, 1943, the Regional Food Controller made numerous complaints to the Superintendent, S. S. Light Railway, regarding the delay in the movement of Government foodgrains and the loading by the Station staff of *gur* in preference to such foodgrains.

Cawnpore Region.—In August 1943, the Regional Food Controller reported to the Divisional Superintendent, East Indian Railway, Allahabad, an alleged case of illicit export of *Arhar* without permit outside the United Provinces. This case is *sub judice*.

Moradabad Region.—During the period in question, the Regional Food Controller and his staff reported to the Divisional Superintendent, East Indian Railway, Moradabad, six alleged cases of illegal movements of commodities in contravention of orders issued under the Defence of India Rules. In three of these cases criminal prosecutions were instituted, two of which resulted in conviction whilst one is still *sub judice*.

REDUCING THE CAPACITY OF TEA CUP ON EAST INDIAN RAILWAY BY MESSRS.
BALLABHDAS ESHWARDAS

No. 66.—Owing to the increase in prices of tea, sugar and milk, the East Indian Railway Administration, with the approval of its Local Advisory Committees, agreed with effect from March 18th, 1942, to reduce the quantity of tea supplied in a 10-ounce cup to 8 ounces, and not 5 ounces as stated in the question, the price remaining the same, *viz.*, one anna per cup. With a further rise in prices of commodities, other items of food including tea sold in Refreshment Rooms and Stalls were allowed a reasonable increase in prices, with effect from June, 1943; the price of an eight-ounce cup of tea being increased to one anna, six pies.

*Information promised in reply to Starred Question No. 417, asked by Shaikh
Rafuiddin Ahmad Siddiquee, on the 15th November, 1944*

SUPPLY OF FOODSTUFFS TO LABOURERS ON MILITARY WORKS AT CHITTAGONG.

Labour imported under military arrangements is fed from military stocks while the local labour is treated as a civil responsibility. In case of need military stocks are issued to the local labour as well.

*Information promised in reply to Starred Question No. 429, asked by Prof. N. G.
Ranga, on the 15th November, 1944*

PURCHASE OF PADDY AT PENALTY PRICE BY GRAIN PURCHASING OFFICERS OF
MADRAS PRESIDENCY

The following information has been obtained from the Madras Government in reply to Prof. Ranga's question :—

(a) No. When the Grain Purchase Officer arrives in the village he gives the ryot the opportunity to enter into a voluntary contract to supply paddy to the mills stipulated in the contract, and gives him a second opportunity to enter into a voluntary contract by giving him three days' time, after the service of the requisitioning order, to dispose of his surplus stocks to the mills before resorting to acquisition. It is only when the ryot refuses to enter into a contract or fails to deliver paddy as agreed to, that he is paid at the lower rate which prevailed before prices were raised in September-October, 1943.

(b) The acquired paddy is paid for at fourteen annas less than the ceiling price per bag of 164 lbs. This works out to about 9 per cent. of the ceiling price for voluntary contracts.

(c) It is not true. The difference is credited to Government to cover the extra expenditure involved in requisitioning and acquiring stocks.

(d) Does not arise in view of answer to (c) above.

(e) No, as the difference in price is intended to meet the extra cost to Government involved in acquisition proceedings. As very little acquisition actually takes place the amount thus collected is small.

(f) No.

*Information promised in reply to part (b) of Starred Question No. 443, asked by
Mr. Amarendra Nath Chattopadhyaya, on the 15th November, 1944*

DETERIORATION OF FOODGRAINS STOCKED IN SIBPORE BOTANICAL GARDEN

The Bengal Government have informed the Food Department that no foodgrains were used for levelling the Pain Park in Howrah.

*Information promised in reply to parts (c) and (d) of Starred Question No. 456,
asked by Sardar Sant Singh, on the 16th November, 1944*

PERSONS SELECTED FOR EMERGENCY COMMISSIONS

(c) (i) Discharged—*Nil* (Discharge is not a sentence awardable by any Court Martial under the I.A.A.).

(ii) Dismissed—11.

(iii) Cashiered—14.

(iv) Tried—59.

(v) Sentenced to imprisonment—10.

(d) No appeal lies against the decision of a Court Martial. An Indian Commissioned Officer, however, who deems himself wronged by such a decision, has the right to petition the Central Government if he does not receive redress from the Military Authorities. Of ten such petitions during this period, eight were rejected and in two cases the sentences were commuted.

Information promised in reply to Starred Questions Nos. 556 and 557, asked by Khan Bahadur Shaikh Fazl-i-Haq Piracha, on the 17th November, 1944.

CHANGE IN TIMINGS OF TRAINS ON MALAKWAL BHERA BRANCH LINE

No. 556.—(a) Yes. The timings of one of the 2 trains each way on the Malakwal Bhera branch line have been changed from 1st October, 1944. The changes were made in the interests of the travelling public generally, so far as present conditions of railway operation permit.

(b) For local journeys on the branch line, there is no particular inconvenience in the new timings, since the journey can be completed during the hours of daylight. The inconvenience caused by the lack of a day-time connection from Malakwal to Lalamusa is appreciated, but this is inevitable in present conditions of restricted passenger services, which have to be arranged to suit the largest number of several conflicting interests. There is, however, no ground for the contention that the present timings are not conducive to safety, since there are adequate facilities at Lalamusa for those who have to wait there for a connecting train in the morning.

(c) The answer to the first part is in the affirmative. As regards the second part, the difficulty of securing accommodation on the connecting train at Lalamusa is admitted, but since there are adequate waiting facilities at the station, a halt there should not occasion any more than the normal discomfort inseparable from a break of journey.

(d) Government regret that, in present circumstances when the coal situation and other factors make it impossible to augment passenger services, it is only possible to fix timings, to suit the convenience of the largest number of the travelling public. This question and answer has been brought to the notice of the N. W. Railway so that present timings may be reviewed by the Time Table Sub-committee of the Local Advisory Committee.

CHANGE IN TIMINGS OF TRAINS ON MALAKWAL BHERA BRANCH LINE.

No. 557.—(a) Yes.

(b) I understand the Honourable Member sent to the D. S. Rawalpindi a copy of his representation on the subject to the Chief Operating Superintendent. As the Divisional Superintendent replied in his letter No. 701-T/15, dated 24th October 1944, to the Honourable Member direct, no separate reply was sent by the Chief Operating Superintendent.

(c) The Honourable Member will no doubt appreciate, from the reply he has received from the Divisional Superintendent, Rawalpindi, why it is not possible to alter the timings in present circumstances.

Information promised in reply to parts (b) and (c) of Starred Question No. 571, asked by Prof. N. G. Ranga, on the 20th November, 1944.

APPLICATIONS FOR NEWSPAPER PERMITS

Statement showing the number of newspapers in English or Vernacular permitted to be started or restarted with a quota of newsprint after the amendment was made to the Newspaper Control Order, 1942, on the 10th July 1943 prohibiting the printing or publication except with the permission of the Central Government of any newspaper which was not both printed and regularly published in British India during the month preceding the 18th February, 1943.

Province	Newspapers in English	Newspapers in Vernaculars	Total
Bengal	7	4	11
Bihar	1	..	1
Bombay	3	3	6
Central Provinces and Berar . . . . .	..	3	3
Delhi	1	1	2
Madras	3	5	8
Punjab	1	2	3
United Provinces	2	1	3
TOTAL	18	19	37

Information promised in reply to Starred Questions Nos. 598 and 599, asked by Mr. Kailash Bihari Lall, on the 20th November, 1944

BAD SANITATION OF DELHI-SHAHDARA MUNICIPALITY

No. 598.—(a) The sanitation of Shahdara is not satisfactory, a proper drainage system and an improve water supply system being badly needed. Schemes have been under preparation, but owing to the war they have had to be held in abeyance. It is hoped that it will be possible to execute them as part of a large scale project of post-war development in the Delhi Province.

(b) No.

SUGAR AND GUR IMPORTS AND EXPORTS OF DELHI-SHAHDARA

No. 599.—(a) For the period from the 1st April, 1944 to the 30th September, 1944. the figures are :

Refined.

Sugar (bura powder)	22,925 3/4 mds.
(crystal)	7,248 1/4 mds.

Total 30,174 mds.

Unrefined.

Gur	74,232 mds.
Shakar	71,867 mds.

Total 1,46,099 mds.

(b) and (c). The Delhi Administration do not keep a record of exports of gur/sugar from Shahdara, but there is no reason to believe that the quantity exported exceeds or even approaches the volume of imports.

(d) Does not arise.

Information promised in reply to Starred Question No. 603, asked by Qazi Muhammad Ahmad Kazmi, on the 20th November, 1944

PROHIBITION OF BURIALS IN CERTAIN MUSLIM GRAVEYARDS OF DELHI

(a) The burial grounds referred to have been closed under orders of the New Delhi Municipal Committee.

(b) No Residential buildings have existed in the near vicinity of both these graveyards for long time.

(c) There are buildings within half a mile on the east side of both the graveyards.

(d) These old cemeteries have been closed for many years and were not notified, as burial places in the Committee's notice issued in 1926, under section 107 of the Punjab Municipal Act, 1911, and in its subsequent notice published in the *Hindustan Times* of the 24th April, 1929.

Copies of these notices are placed on the table.

(e) and (f). No.

(g) These graveyards are already full and it is considered undesirable to allow further burials in them.

Imperial Delhi Municipality Burial Grounds.

Notice is hereby given, under section 107 of the Punjab Municipal Act, III of 1911, that all burial and cremation grounds situated within the limits of the Raisina Estate (the boundaries of which are defined in Chief Commissioner's notification No. 2767-N & A., dated the 1st May 1925), other than those mentioned below, will be closed for burials or cremations on and after the 15th day of November, 1926.

Last of Burial and Cremation Grounds which will not be closed

- (1) The Indian Christian Cemetery, Paharganj,
- (2) The Mohammadan Cemetery, Panchkuian Road,
- (3) The Hindu Cremation Ground, Panchkuian,
- (4) The Christian Cemetery, Prithvi Raj Road.

Any person burying or cremating or causing to be buried or cremated, any corpse within the area specified above on and after the 15th November, 1926, except in the places specified above, will be liable on conviction to a fine which may extend to fifty rupees.

M. W. MILNER,

Secretary.

Imperial Delhi Municipal Committee.

The 30th October, 1926.

New Delhi Municipal Committee Burial Grounds

In supersession of the notice issued by this committee on the 30th of October 1926, notice is hereby given under section 107 of the Punjab Municipal Act, 1911, that all burial and cremation grounds, other than those mentioned below situated within the limit of the New Delhi Municipal Committee (the boundaries of which are defined in Chief Commissioner's notification No. 2729-Education, dated the 30th April 1925), are closed for burials or cremations.

List of burial and cremation grounds which will not be closed.

1. The Indian Christian Cemetery, Paharganj.
2. The Mohammadan Cemetery (other than that portion known as the Durgah Sayed Hassan Rasul Numa), Panchkuin Road.
3. The Hindu Cremation ground, Panchkuin Road.
4. The Christian Cemetery, Prithviraj Road.
5. The Muhammadan Cemetery, Kotla Feroze Shah.
6. The Bohra Cemetery, Kotla Feroze Shah.
7. Parsee Cemetery, Prithviraj Road.
8. Sweepers Cemetery, Prithviraj Road.
9. Mohammdans Cemetery, Jangpura.
10. Christian Cemetery, Jangpura.

Any person burying or cremating or causing to be cremated or buried any corpse within the area of the Municipality except in the places specified above, will be liable on conviction before a Magistrate to a fine which may extend to fifty rupees.

N. W. HANRAHAN, P.C.S.,
Secretary,
New Delhi Municipal Committee.

Information promised in reply to parts (c) to (f) of Starred Question No. 614, asked by Mr. Kailash Bihari Lall, on the 20th November, 1944

HAVOC BY CHOLERA AND MALARIA IN NORTH BIHAR

(c) The rivers specially responsible for worsening the situation are the Kosi and the Kamla and to a less extent the Gandak. The extensive distribution of quinine substitutes has considerably lessened the effects of malaria. The question of draining of depressions and old water courses is being examined by the Government of Bihar.

(d) Yes, particularly as regards the Kosi. To restrict this river to one course is understood to be beyond the financial capacity of the Province.

(e) About two millions.

(f) The Government of Bihar conducted preliminary investigations particularly regarding the Kosi, but the project was not considered feasible as the head waters lie in Nepal. Further investigation has not been ruled out but is not immediately contemplated by the Provincial Government.

Information promised in reply to Starred Question Nos. 616, and parts (c), (d) and (e) of 617, asked by Sri K. B. Jinaraja Hegde, on the 20th November, 1944

'GROW MORE FOOD CAMPAIGN' IN MALABAR AND SOUTH KANARA DISTRICTS

No. 616.—(i) In Malabar District sanitary inspectors of Tellicherry and Palghat were trained in compost preparation and up to the end of October 1944, 20,000 cubic feet of compost manure were prepared in Tellicherry. The work has also been started in Palghat.

(ii) A scheme has been sanctioned for Malabar district at a cost of Rs. 4,73,105 to purchase sufficient quantity of paddy seed to cover five per cent. of normal area under paddy. This is intended to serve as a reserve stock to be sold at cost price in agricultural depots in the event of seed beds being lost through adverse seasonal conditions.

(iii) No. Out of the quantities of ammonium sulphate obtained through lease/lend, 180 tons were distributed in Malabar and 229 tons in South Kanara.

(iv) No such schemes have been carried out. One scheme has been sanctioned for Malabar. Certain schemes, for both the districts, are under examination.

(v) and (vii). The total area brought under cultivation of food grains upto 30th September, 1944, is 922 acres in Malabar and 242 acres in South Kanara.

(vi) No.

(viii) Schemes for the multiplication and distribution of improved paddy seeds are under consideration. Proposals for the production of green manure seeds are also being investigated.

DEFICIENCY OF FOODGRAINS IN SOUTH KANARA DISTRICTS

No. 617.—(c) Yes, for short periods when the stock position was bad. For the remaining days of the week wheat, ragi and gram were issued.

(d) Informal rationing was introduced in the first quarter of 1944, in all non-rationed urban areas.

(e) No. Kasaragod rural area was getting the standard rice ration for five days in the week with substitutes of wheat, ragi and gram for the remaining two days till the end of

September 1944, when owing to acute shortage the supply of rice was reduced to four or three days in a week with other substitutes for the remaining days of the week. This reduction was only for a short period and the supply of rice for five days in a week has been restored.

Information promised in reply to part (c) of Starred Question No. 629, asked by Prof. N. G. Ranga, on the 20th November, 1944

INADEQUATE RICE RATIONS TO LAND-LESS LABOURERS IN KASARAGODA TALUKA OF SOUTH KANARA DISTRICTS

(c) Rice ration was not refused to persons who refused to purchase wheat or gram.

Information promised in reply to Unstarred Question No. 97, asked by Mr. Badri Dutt Pande, on the 20th November, 1944.

MEASURES FOR REDUCING ELECTRIC CHARGES IN SHAHDARA (DELHI) TOWN

It is not possible to take any measures to reduce the present rate of electric current supply charged by Messrs. Martin and Co. for Shahdara (Delhi). The higher rates at Shahdara are due partly to the higher rate payable to the generating authority and partly to the fact that the area of supply is small and the service consequently expensive to operate.

Information promised in reply to Starred Question No. 648, asked by Bhai Parma Nand, on the 21st November, 1944

ALLOTMENT OF AGRICULTURAL LAND IN DELHI CANTONMENT

(a) Prior to 1940, agricultural land in the Delhi Cantonment was auctioned to the highest bidder. The successful bidders for the most part were "Contractor Patedars" who sub-let the lands to local agriculturists. To retain these lands at auction, these contractors often made very high bids for beyond the value of the lands, with the result that in a bad season, they were unable to pay the rents due and defaulted; in some cases even doing so in full when they had received payment from their tenants. In consequence of this, Government in 1939, in spite of making extensive remissions in the past was faced with some Rs. 40,000 arrears of rent, and after an examination of the position, it was decided in 1940, to lease these lands by private treaty only to those persons who claimed to be descendants of the original owners from whom the lands were acquired, at rents assessed by the Deputy Commissioner, Delhi.

(b) No. The rules governing the lease of lands by auction lay down that such auction must be "a public auction"; it is not, therefore, permissible to hold an auction restricted to a certain class of persons as suggested by the Honourable Member.

Information promised in reply to parts (a) and (b) of Starred Question No. 680, asked by Mr. E. L. C. Gwilt, on the 21st November, 1944

PAPER TONNAGE INVOLVED IN PRINTING COPIES OF INDIAN INFORMATION

(a) 23,400.

(b) Approximately 365 tons.

Information promised in reply to Starred Question No. 685 (c), asked by Mr. T. T. Krishnamachari, on the 21st November, 1944

BAN ON ENTRY INTO INDIA OF INDIAN OPINION OF DURBAN

It was reported in November 1944, by the High Commissioner for the Government of India in the Union of South Africa that *Indian Opinion* had not in the past been permitted to pass through the post to destinations outside the Union of South Africa but that this restriction was recently relaxed allowing free circulation of the newspaper.

Information promised in reply to Starred Question No. 688, asked by Mr. G. Rangiah Naidu, on the 21st November, 1944

MALTREATMENT OF INFERIOR RAILWAY SERVANTS BY DELHI RAILWAY POLICE

(a) No.

(b) No. The facts of the case are that on 31st October, 1944, one Mr. S. Lal Mahta of Saharanpur rented a Retiring Room at Delhi Main Railway Station and went out on business at about 10 A.M. leaving his luggage in charge of Kishan Lal, bearer, on the latter's assurance that it would be safe in his custody. On his return at about 6 P.M. Mr. Mahta found a leather cushion valued at Rs. 50, missing. The matter being reported to the Railway Police a case was registered under section 379 Indian Penal Code. Kishan Lal was suspected by the complainant and interrogated by the investigating officer, but he was in no way maltreated.

(c) No. The facts are that on the night of the 5th/6th November, 1944, a European lady, named Mrs. E. Oliver, Sergeant, Women Auxiliary Corps (India), Poona, brought an Aya from the waiting room to the Government Railway Police Station and complained that she had lost her purse and that she suspected the Aya of the theft. The Aya herself asked the lady to search the waiting room and offered to assist in the search. Mrs. Oliver accompanied by the Aya and a Head Constable of the Railway Police then went to the waiting room. The police officer waited outside and the other two entered. After a few minutes' search the purse was found and Mrs. Oliver stated that she did not wish any further action to be taken. Thereupon the Head Constable withdrew and returned to the Police Station. There was no maltreatment of the Aya nor was she forced to pay any illegal gratification.

(d) Does not arise.

Information promised in reply to Starred Question No. 708, asked by Mr. K. S. Gupta, on the 21st November, 1944

COMMUNAL PROPORTIONS IN THE ARMY

(a) and (c). No figures are maintained showing the composition by communities of King's Commissioned Officers, Emergency Commissioned Officers and Non-combatants.

In combatant arms of the Indian Army, the approximate distribution of Indian Other Ranks and Viceroy's Commissioned Officers by communities on 1st September, 1944 was:—

	Per cent.
Hindus	47
Muslims	32
Sikhs	7
Gurkhas	7
Christians	5
Others	2

(b) Figures showing percentages of different communities in the Engineers, Signals, Supply Medical and Ordnance Corps are not readily available and their compilation would require an amount of time and labour which cannot be spared in war time. Approximate percentages of communities in the other three arms are however available and are as follows:—

Communities	Artillery	Indian Infantry	R. I. A. S. C. (M. T.)
	Per cent.	Per cent.	Per cent.
Hindus	57	41	55
Muslims	28	25	36
Sikhs	10	7	5
Gurkhas . . . . .	..	24	..
Others . . . . .	..	3	4
Total	100	100	100

Information promised in reply to Unstarred Questions Nos. 106, 107 and 108, asked by Mr. G. Rangiah Naidu, on the 21st November, 1944

CONDITIONS OF SERVICE, ETC., OF CIVILIAN GAZETTED OFFICERS, INDIAN ARMY ORDNANCE CORPS

No. 106.—There are four types of Civilian Gazetted Officers employed in the I.A.O.C.:—

(a) Civilian Labour Officers.

(b) Civilian Assistant Security Officers.

(c) Assistant Establishment and Cash Officers/Record. Officers/Assistant Accounts Officers.

(d) Assistant Group Officers.

Each is an entirely separate and distinct class with separate and distinct duties, and no one can be transferred from one class to another.

On the assumption that the question relates to category (d) above, Assistant Group Officers, the answer is as follows:—

(i) They are recruited from—

(a) Regular serving Storemen (Civilian Storekeepers/Civilian Assistant Storekeepers/M. T. Storekeepers).

(b) Civilian Life—

May be either selected for "direct" appointment without training, or as a "Trainee" for ultimate employment if satisfactory.

(ii) The rates of pay for (i)(a) above are Rs. 340—20—500. There is no probationary period for this category of A.G.Os.

(iii) As regards (b) above, these appointments are filled by selection—Graduates with business acumen, experience and a good knowledge of accountancy, etc., between the ages of 23 and 40, are given direct appointments on pay of Rs. 300 p.m. during 3 months probation, and Rs. 340—20—500 thereafter upon satisfactory completion of the probationary period; and Graduates without experience between the ages of 23 and 30 are recruited through the Federal Public Service Commission. They undergo six months training on a stipend of Rs. 200 p.m. followed by 6 months probation on Rs. 300 p.m. and thereafter, if found suitable, they are confirmed in their appointments as Ty. C.G.Os. (A.G.Os.) in the scale of Rs. 340—20—500.

A.G.Os. recruited direct from civil life are not liable for field service but are required to serve anywhere in India. Efforts are made to post these individuals as near their homes as possible, dependent upon the exigencies of the service.

(iv) All these appointments are temporary for the duration of the war, and until such time thereafter as their services are required.

(v) Free accommodation is not provided for C.G.Os., but those who are stationed in Madras, Bombay, Karachi and Calcutta and are privately paying rent for furnished or unfurnished accommodation are entitled to house rent allowance subject to the conditions laid down in Finance Department Memorandum No. F-19(5)-Ex.1/38, dated the 16th March, 1940.

(vi) During the training/probationary period their services are liable to be terminated without any notice or wages in lieu and in other cases, one month's notice or one month's pay in lieu of notice is paid to them before their services are actually dispensed with.

(vii) At present there is no higher rank or grade for C.G.Os. The question of their promotion does not therefore arise.

(viii) They are for stores duties in Groups and Branches of Ordnance Depots, etc., and the sole object of their appointment is to maintain continuity therein, where military officers are constantly changing due to war conditions.

(ix) Their status is Gazetted and rank senior to all non-gazetted personnel, i.e., all European Warrant Officers, British Other Ranks, V.C.O. ranks, Civilians from Head Assistants or Civilian Storekeepers, downwards. They have no equivalent amongst commissioned ranks, but rank below a Subaltern, either K.C.Os. or K.C.I.Os.

(x) They are eligible to enter an Officer's mess and to be made Honorary members thereof.

(xi) They are also eligible to become members of the Ordnance Clubs wherever these exist.

(xii) For purposes of travelling allowances, etc., they are treated as Second Grade Officers.

(xiii) They are not entitled to any pension or gratuity but for the purposes of wound and other extraordinary awards they are governed by A.I.(I.) No. 258 of 1940.

TREATMENT METED OUT TO CIVILIAN GAZETTED OFFICERS, INDIAN ARMY ORDNANCE CORPS

No. 107.—A few complaints have been received about the treatment of C.G.Os. by Military Commissioned Officers, but investigation revealed that the majority of these complaints were unfounded. However, in those cases where it was found that the complaints were justified, appropriate action was taken to rectify the matter. Various directives on the subject have been issued from time to time, the most recent being a comprehensive letter regarding the handling of C.G.Os. which has been issued in October, 1944.

REMOVALS OF CIVILIAN GAZETTED OFFICERS, INDIAN ARMY ORDNANCE CORPS

No. 108.—29 C.G.Os. have been removed from the Corps while on probation and 34 on completion of probation. In addition, one C.G.O., recruited from among regular serving storemen, has been removed.

Information promised in reply to Unstarred Questions Nos. 115 and 116, asked by Mr. Ananga Mohan Dam, on the 21st November, 1944.

ANNUAL INCOME AND EXPENDITURE AND STAFF OF CHAKRATA CANTONMENT BOARD

No. 115.—A statement showing the annual income and expenditure of the Chakrata Cantonment Board for the past two years and a list of the staff employed by that Board, their designations and monthly pay is appended hereto.

A statement showing the annual income and expenditure of the Chakrata Cantonment Board for the past two years, along with a list of staff employed by the Board, their designations and monthly pay.

	1942-43		1943-44	
	Rs.	A. P.	Rs.	A. P.
Receipts :	1,15,402	2 3	1,50,558	14 0
Expenditure :	98,010	0 9	1,36,509	0 0

Designation	Scale of pay	Present pay	Remarks
<i>General Administration Establishment</i>			
Accountant	70—3—100	Rs. A. P. 100 0 0	Drawing Rs. 100 from 1st September, 1933, plus Rs. 10 as personal pay.
Head Clerk	60—5—90	90 0 0	
Typist and Recordkeeper	40—2½—65	40 0 0	
Daftri	Rs. 16	16 0 0	
Two peons	@ Rs. 14 each	14 0 0 each	
<i>Octroi Establishment</i>			
Octroi Superintendent	50—3—80 E. B.—4—100	92 0 0	Plus Rs. 10 as supervising collection of parao fee.
Octroi Inspector	30—2—50	44 0 0	
4 Octroi Moharrirs	@ 25—2—35	27 0 0 each	
4 Octroi peons	@ Rs. 14 each	14 0 0 each	
<i>Tax Collecting Establishment</i>			
Tax Collector	40—2—60	48 0 0	
One peon	@ Rs. 14	14 0 0	
<i>Miscellaneous Revenue Establishment</i>			
Cashier and Storekeeper	40—2—60	60 0 0	
Parao Moharrir	@ Rs. 20	20 0 0	for 8 months April to November each year.
<i>Public Works Establishment</i>			
Cantonment Overseer	50—3—80	80 0 0	Plus Rs. 10 allowance as Garden Superintendent.
<i>Lighting Establishment.</i>			
Head Lamp Lighter	20—½—25	25 0 0	
Two Lamp Lighters	@ Rs. 20 each	20 0 0 each	for 8 months April to November each year.
<i>Market and Slaughter House Establishment</i>			
Allowance to Civil Veterinary Assistant Surgeon	Rs. 25	25 0 0	
<i>Garden Establishment</i>			
Head Garden Mali trained	25—1—35	32 0 0	
Assistant Garden Mali trained	20—1—30	21 0 0	
Garden Mali untrained	15—1—20	17 0 0	
5 Garden Coolies	@ Rs. 15 each	15 0 0	
<i>Forest Establishment.</i>			
Allowance to Government Forest Ranger	Rs. 30	30 0 0	

Designation	Scale of pay	Present pay	Remarks
<i>Forest Establishment—contd.</i>			
Forester or Forest Munshi	30—2—50	Rs. 42 0 0	
Forester (house rent)	Rs. 8 p. m.	8 0 0	p. m.
Forester (cycle Allowance)	Rs. 2 p. m.	2 0 0	p. m.
Three Forest Guards	@ Rs. 15—1—20	20 0 0	each
Three (Compensatory All.)	Rs. 2 each	2 0 0	each
Forest Mali untrained	Rs. 14	14 0 0	
<i>Ornamental Garden Establishment</i>			
Mali	@ Rs. 15	15 0 0	for 8 months from April to November each year.
<i>Hospital Establishment.</i>			
Allowance to Medical Officer	@ Rs. 75	75 0 0	
Sub-Assistant Surgeon	Rs. 112—5—117	117 0 0	plus Rs. 18 p. m. as vaccination allowance for 7 months in a year.
Mid-wife and Nurse (trained)	Rs. 50—2—60	420 0 0	
Trained Compounder	Rs. 25—2—45	25 0 0	
Ward Orderly	Rs. 14	14 0 0	
One sweeper	Rs. 14	14 0 0	
Garden Mali	Rs. 14	14 0 0	
Night Servant	Rs. 15	15 0 0	
Cook	Rs. 13	13 0 0	
<i>Conservancy Establishment</i>			
Sanitary Inspector	Rs. 50—2—70	56 0 0	
Head Consy. Jemadar	Rs. 20—2—30	22 0 0	
Consy. Jemadar	Rs. 20—1—25	21 0 0	
30 sweepers	@ Rs. 14 each	14 0 0	each
20 sweepers	@ Rs. 14 each	14 0 0	each from April to November each year.
<i>Water Supply Establishment</i>			
Line man	Rs. 25—1—35	28 0 0	plus Rs. 2 for looking after the fire engine.
<i>Primary and Secondary School Establishment</i>			
<i>Primary Girls School</i>			
Trained Head Mistress	Rs. 40—2—50	48 0 0	
Assistant Mistress	Rs. 30—2—40	34 0 0	
Peon female	@ Rs. 14	14 0 0	
<i>Cantonment Boys School</i>			
Head Master	Rs. 75—4—115	79 0 0	
2nd Master	Rs. 40—2—60	40 0 0	
2nd Assistant teacher	Rs. 30—2—50	Nil.	
1st Assistant teacher	Rs. 25—1—35	25 0 0	
Peon	@ Rs. 14	14 0 0	
Librarian	@ Rs. 25	25 0 0	for 8 months from April to November each year.
<i>Other Contribution</i>			
Veterinary Compounder	Rs. 20—1—30	30 0 0	plus Rs. 4 p. m. for duties of Butcher-overseer.

CERTAIN EXPENDITURE FROM CHAKRATA CANTONMENT FUND

No. 116.—

	1942-43	1943-44
	Rs.	Rs.
(i)	525 12 0	1,295 3 0
(ii)	9,600 14 9	11,502 11 9
(iii)	3,213 10 6	4,252 0 3
(iv) (a)	260 6 0	181 13 0
		Repairs.
(b)	495 6 0	Nil.
		Construction.

DEATHS OF MR. UMAR ALY SHAH AND MR. KHEDAN LAL

The Honourable Sir Sultan Ahmed (Leader of the House): Mr. President, 12 Noon. it is with deep regret that I have to refer to the death of two honourable friends of ours—members of this House—Mr. Umar Aly Shah and Mr. Khedan Lal. Mr. Shah represented the North Madras Muslim constituency since 1937. The House is aware that he was a well-known Sanskrit scholar and a Telugu poet, and indeed he translated the *Bhagavad Gita* into Telugu, with commentary. He was a perfect gentleman and exceedingly modest, and anybody who came in contact with him felt that here was a man of great scholarship, but the simplicity of his life and manners were predominant.

Mr. Khedan Lal represented the non-Muhammadan Rural constituency of the Benares and Gorakhpur divisions since 1941. From a very humble beginning he rose to be a big business man; but public life had a greater attraction for him, and in recent years he took great interest in social, civic and public affairs. As a rule he kept very good health; but recently he was keeping rather poorly, and it has been a shock to all his friends to hear of his sudden and premature death.

Sir, the death of both these gentlemen is deeply regretted by us and public life generally and this House in particular are the poorer by their death. We offer our deep condolences and sympathy to the bereaved families.

Mr. Baulabhai J. Desai (Bombay Northern Divisions: Non-Muhammadan Rural): Mr. President, it has always been a melancholy duty in this House, when we meet after a Session, that in the interval we have lost some familiar faces by the hand of death. In so far as the two gentlemen to whom reference has been made this morning by my Honourable friend the Leader of the House, I am able to say from personal experience that as regards Mr. Umar Aly Shah, he was a scholar of great eminence and at the same time a devout Muslim and a great nationalist. I have always felt that notwithstanding his modesty he was able to make himself heard in this House by the earnestness of his convictions. There was in him naturally a strain of nervous earnestness which commended itself to those who understood the greatness of the ideas that lay behind his utterances. I understand from friends who understood him better than I did, that he has left works of enduring value in the Telugu and other languages. It is a great example of the universal manner in which the assimilation of the cultures was represented by his great life.

As regards Mr. Khedan Lal, we miss his presence particularly; we never had the benefit which we contemplated when we nominated him as a candidate on our behalf for the constituency which he represented. We had hoped and expected great things of him; and we miss the assistance we might have got from both of these friends who are absent from us today. I may tell the House that association has brought us on that plane of equal humanity which I am glad prevails on such occasions. I associate myself with the expressions of feeling which fell from the Honourable Leader of the House and I desire that you would be good enough to convey to the bereaved families our sincere sympathy in the great loss they have suffered.

Nawabzada Muhammad Liaquat Ali Khan (Rohilkund and Kumaon Divisions: Muhammadan Rural): Sir, I join the two Honourable Members who have just spoken in mourning the loss of two of our colleagues. The death of Mr. Umar Aly Shah, untimely and sad as it is, is a personal loss to the Muslim League Party in this House. As has been pointed out, he was a great scholar of Sanskrit, and amongst his followers—I should say his devotees—he had a large number of non-Muslims. He was very unassuming and a man of strong character. We know how on certain occasions great pressure from certain quarters was put upon him to betray the cause he had at heart, and we know how firmly he stood for his convictions. He was one of our regularly attending members and our party is indeed poorer by his death. As regards Mr. Khedan Lal, I am sorry we did not have an opportunity of having

[Nawabzada Muhammad Liaquat Ali Khan.]

him in our midst regularly or for any length of time. I have no doubt that if he had been able to attend the House he would have made a great contribution to the task which is always before the legislature. I request you on behalf of my party to convey our sincere sympathy and condolences to the families of the two deceased members.

Dr. P. N. Banerjea (Calcutta Suburbs: Non-Muhammadan Urban): Sir, I associate myself and my Party with the two motions of condolence before the House.

Sir Henry Richardson (Nominated Non-Official): On behalf of my Party, I wholeheartedly associate ourselves with the expression of sympathy and condolence which other Members have offered.

Mr. President (The Honourable Sir Abdur Rahim): I associate myself fully with what has fallen from the Honourable Leader of the House and other Honourable Members who have spoken on this occasion, about the death of Mr. Umar Aly Shah and Mr. Khedan Lal. I have known Mr. Umar Aly Shah for some time and I endorse fully what has been said about him by the Leader of the House and by the other Honourable Members, regarding his modesty of character and his eminence as a Sanskrit scholar and as a Telugu poet. I did not have the opportunity of meeting Mr. Khedan Lal or knowing him. I associate myself with the sentiments that have been expressed as regards both these members and I shall send the condolence motions that have been passed by this House to the bereaved families of these two deceased gentlemen.

H. E. THE GOVERNOR GENERAL'S ASSENT TO BILLS

Secretary of the Assembly: Sir, information has been received that the following Bills which were passed by both Chambers of the Indian Legislature during the Autumn Session, 1944, have been assented to by His Excellency the Governor General under the provision of sub-section (1) of section 68 of the Government of India Act, as continued by section 317 of the Government of India Act, 1935:

- (1) The Indian Patents and Designs (Temporary Amendment) Act, 1944.
- (2) The Coffee Market Expansion (Second Amendment) Act, 1944.
- (3) The Delhi Joint Water and Sewage Board (Amendment) Act, 1944.
- (4) The Public Debt (Central Government) Act, 1944.

MOTION FOR ADJOURNMENT

WITHDRAWAL BY GOVERNMENT OF INDIA OF ASSURANCE TO FEED CALCUTTA

Mr. President (The Honourable Sir Abdur Rahim): I have received notice of an adjournment motion from Mr. A. C. Dutta. He wishes to discuss a definite and urgent matter of public importance, namely, the withdrawal by the Government of India of the assurance given last year to feed Calcutta.

I believe the Honourable Member is referring to a statement made by a representative of the Food Department in the Council of State.

Mr. Akhil Chandra Datta (Chittagong and Rajshahi Divisions: Non-Muhammadan Rural): Besides that, there was an announcement made by the Food Member. That was probably on the 30th November.

Mr. President (The Honourable Sir Abdur Rahim): There was a debate in the Assembly on the food position in the country, in which I believe this matter was also fully dealt with, for three days. The Assembly adjourned on the 21st November and in his reply Sir J. P. Srivastava stated that he or the Government of India had not then quite decided whether they should continue to make themselves responsible for feeding Calcutta but since then, on the 30th November after the adjournment of the Assembly, there have been considerable developments. I believe a conference was held the other day in Delhi in which, I suppose, this matter was discussed and I should like to know what the position of the Government of India is at the moment—whether it is the same attitude as was announced on the 30th November.

DECLARATION OF EXEMPTION UNDER THE REGISTRATION OF FOREIGNERS ACT 49

The Honourable Sir Jwala Prasad Srivastava (Food Member): As you have stated, I let the House know last November our intention to give up the undertaking which we had given to Bengal last year. The question had been raised here then and I had stated clearly that we were considering the question and we thought that the need for continuing that undertaking for another year did not exist. The same declaration was made in the Council of State by the Honourable Mr. B. R. Sen. Subsequently at a Press Conference on the 30th November I gave our decision which conformed to what we had stated in the Legislatures, and we have so far received no representation from the Bengal Government or from any one else that our decision was not right. I submit that the matter is not of urgent importance. What we have done is not that we have divested ourselves of the responsibility of feeding Calcutta. In fact we never gave that undertaking. What we told the Bengal Government in the peculiar conditions prevailing last year was that we would give them a quantity of foodgrains equivalent to 13 months offtake of Calcutta. We never said that we were going to feed Calcutta.

Mr. Badri Dutt Pande (Rohilkund and Kumaon Divisions: Non-Muhamadani Rural): You are going to starve Calcutta then?

The Honourable Sir Jwala Prasad Srivastava: We told them that we were going to give the Bengal Government a quantity of foodgrains equivalent to 13 months offtake of Calcutta. We never said that we were going to feed Calcutta and we never gave any such assurance. So I contend that my Honourable friend, as he has worded the adjournment motion, has not correctly understood our undertaking. In any case what we have told Bengal just now is that while in the improved situation which now prevails (to which, as I say, we have received no protest) we will not give this specific guarantee, our ultimate guarantee; our general guarantee to feed Bengal remains. We continue to recognise the importance of Calcutta and when the time comes, should they be short of supplies, we will certainly come to their aid.

Mr. President (The Honourable Sir Abdur Rahim): I want to know whether there has been any modification of the attitude of the Government of India with respect to Calcutta. That is the gist of the question that has been raised in the notice.

The Honourable Sir Jwala Prasad Srivastava: I contend there has been none. We are still responsible to feed Bengal and Calcutta, along with the rest of the country.

Mr. President (The Honourable Sir Abdur Rahim): The mover says that the Honourable Member gave an assurance that he would feed Calcutta.

Mr. Akhil Chandra Datta: The Central Government took up the responsibility.

Mr. President (The Honourable Sir Abdur Rahim): He denies it.

Mr. Akhil Chandra Datta: In the statement made at the Press Conference, he admitted that he was responsible for feeding Calcutta. He does not deny that responsibility.

The Honourable Sir Jwala Prasad Srivastava: Will the Honourable Member quote the assurance that I gave in regard to Calcutta?

Mr. Sami Vencatachalam Chetty (Madras: Indian Commerce): What was it that you were considering when this question was debated last?

Mr. President (The Honourable Sir Abdur Rahim): As objection has been taken to the motion being moved, will those Honourable Members who are in favour of leave being granted rise in their places?

(After the Count.)

As not less than 25 Members are in favour of the leave being granted, the motion will be taken up at 4 O'Clock.

DECLARATION OF EXEMPTION UNDER THE REGISTRATION OF FOREIGNERS ACT

The Honourable Sir Francis Mudie (Home Member): Sir, I lay on the table a copy of the Home Department Declaration of Exemption No. 1/30/43-Poll (E).

[Sir Francis Mj'die]
dated the 28th November, 1944. issued under the Registration of Foreigners Act, 1939.

No. 1/30/43-Poll.(E)

GOVERNMENT OF INDIA

HOME DEPARTMENT

Simla, the 28th November, 1944

Declaration of Exemption

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, shall not apply to, or in relation to the Field Service personnel of the American Red Cross serving with the British Forces in India.

(Sd.) ILLEGIBLE,

Under Secretary to the Government of India.

AMENDMENT TO THE INSURANCE RULES

The Honourable Sir M. Azizul Huque (Member for Commerce and Industries and Civil Supplies): Sir, I lay on the table a copy of a further amendment to the Insurance Rules, 1939, published in the Department of Commerce Notification No. 597-I(3)/42, dated the 11th November, 1944, under sub-section (3) of Section 114 of the Insurance Act, 1938.

DEPARTMENT OF COMMERCE

NOTIFICATION

INSURANCE

New Delhi, the 11th November, 1944

No. 597-I (3)/42.—In exercise of the powers conferred by sub-sections (1) and (2) of section 114 of the Insurance Act, 1938 (IV of 1938), the Central Government is pleased to direct that the following further amendments shall be made in the Insurance Rules, 1939, the same having been previously published as required by sub-section (1) of the said section, namely:—

I. For rules 16 and 16-A of the said Rules the following rules shall be substituted, namely:—

"16. *Licence fee for Insurance Agents and the manner of collection.*—The fee for obtaining or renewing a licence to act as an insurance agent shall be one and a half rupees:

Provided that an additional fee of one rupee shall be paid if the application for renewal of the licence reaches the Superintendent of Insurance on or after the date on which the licence ceases to be in force but within twelve months of the aforesaid date.

Any fee specified in this rule and rules 16-A and 16-B shall be paid in the form of 'Government of India Insurance Agent Licence Fee' stamp available on payment from a Government Treasury.

16-A. *Issue of licences to Insurance Agents.*—An individual who desires to obtain or renew a licence to act as an Insurance Agent shall proceed as follows:—

(1) He shall obtain from the Superintendent of Insurance a form of application for a licence which form shall be as prescribed in Form V or Form V-A. Form V shall be used when an applicant applies for a licence for the first time or for a fresh licence, while Form V-A shall be used when the applicant applies for the renewal of the licence already held by him. No application for the renewal of a licence will be accepted if it reaches the Superintendent of Insurance after a period of twelve months from the date on which the licence ceased to be in force.

(2) He shall then send to the Superintendent of Insurance the completed application form with the 'Government of India Insurance Agent Licence Fee' stamp or stamps of the value of Rs. 1/8/- or of Rs. 2/8/-, as the case may be, affixed thereon in the proper place and superscribed with his signature.

(3) The Superintendent of Insurance or the officer authorised by him under sub-section (1) of section 42 of the Act shall, after taking all reasonable steps to satisfy himself that the application is in order and that the applicant is not disqualified from holding a licence, issue a licence in Form VI.

16-B. *Issue of duplicate licences.*—An individual to whom a licence has been issued shall, if such licence has been lost, destroyed or mutilated, submit to the Superintendent of Insurance an application requesting the issue of a duplicate licence with the 'Government of India Insurance Agent Licence Fee' stamp of the value of Re. 1 affixed thereon and superscribed with his signature and with a declaration giving full details regarding the issue and loss, destruction or mutilation of the licence and the mutilated pieces, if any, shall be returned to the Superintendent of Insurance with the said application. The Superintendent of Insurance may after taking all reasonable steps to satisfy himself that the original licence has been lost, destroyed or mutilated, issue a duplicate licence in Form VI with an endorsement thereon that it is a duplicate.

16-C. Allowance for unused stamps.—Where an applicant for a licence to act as an insurance agent under the Act has inadvertently used 'Government of India Insurance Agent Licence Fee' stamp of greater value than necessary or where no licence in respect of an application bearing such stamp has been issued, refund may be made of the excess over the necessary fee or of the value of the stamp (as the case may be) on such application."

II. For Forms V and VI in the Forms appended to the said Rules, the following Forms shall be substituted namely:—

"FORM V

(See Rule 16-A of the insurance Rules, 1939.)

APPLICATION FOR A LICENCE TO ACT AS AN INSURANCE AGENT

To

The Superintendent of Insurance,
New Delhi/Simla.

Dear Sir,

I request that a licence to act as an insurance agent may be granted to me. The fee of Rs. 1/8/- has been paid by me, *vide* stamp affixed below.

*2. I hereby declare that—

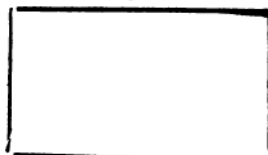
- (i) I have not been found to be of unsound mind by a Court of competent jurisdiction;
- (ii) I have not been found guilty of criminal misappropriation or criminal breach of trust or cheating or forgery or an abetment of or attempt to commit any such offence by a Court of competent jurisdiction; and
- (iii) I have not been found guilty of or to have knowingly participated in or connived at any fraud, dishonesty or misrepresentation against an insurer or an insured, in the course of any judicial proceeding relating to any policy of insurance or the winding up of an insurance company or in the course of an investigation of the affairs of an insurer.

3. I also declare that the particulars given below are true and that the licence for which I hereby apply will be used only by myself for soliciting or procuring insurance business:—

- | | |
|--|-----|
| (1) Full name of the applicant (IN BLOCK LETTERS) (State whether Mr., Mrs. or Miss). | (1) |
| (2) Father's/Husband's name. (Strike out portion not required.) | (2) |
| (3) Full address (IN BLOCK LETTERS) stating the name of the Province or India State in which the address is situate. | (3) |
| (4) Date of birth in Christian Era. | (4) |
| (5) Age on the date of application. | (5) |
| (6) Did you ever apply for a licence before ? | (6) |
| If so, state— | |
| (i) whether the licence was granted. In that case, the No. and the date of expiry of the last licence should be stated ; | |
| (ii) whether the licence was refused. In that case, the No. and date of the letter conveying refusal of licence should be stated ; and | |
| (iii) whether the licence was granted but subsequently cancelled. In that case, the No. and date of the letter conveying cancellation of licence should be stated. | |

[Replies to (i), (ii) and (iii) are to be given only if the reply to the main query is in the affirmative.]

Yours faithfully,



Signature of applicant.

(to be made over the stamp).

Dated the

19

*Any part of the declaration which cannot be made should be scored out and the necessary explanation attached to this application.

(Please see notes below.)

Notes

1. The attention of the applicant is drawn to section 104 of the Insurance Act, 1938, which provides that whoever in any document required for the purposes of any of the provisions of that Act, wilfully makes a statement false in any material particular, knowing it to be false, shall be punishable with imprisonment for a term which may extend to three years, or with fine which may extend to one thousand rupees, or with both.

2. A licence can be granted to an individual only and not to a firm or a corporate or unincorporate body.

3. An individual can apply for only one licence which will entitle him to solicit or procure insurance business of any class and to act as an insurance agent for any registered insurer.

4. The application should be filled in, as far as possible, in the English language. Where it is not possible to do so, at least the name and address of the applicant and the father's or husband's name may be transliterated in English IN BLOCK LETTERS.

5. Any correction or alteration made in any answer to the questions in the application should be initialled by the applicant.

6. An applicant must be at least 18 years of age on the date of submission of the application.

7. Payment in cash or by money order, cheque, postal order, postage stamp or bank draft is not accepted.

8. No acknowledgment of this application will be sent. If one is required, the application should be sent by registered post (acknowledgment due).

(FOR USE IN THE OFFICE OF THE SUPERINTENDENT OF INSURANCE)

No. I L()/ New Delhi/Simla, dated 19 .
Returned with the remarks that

Assistant Superintendent of Insurance.

To

Resubmitted.
Dated 19 . Signature of sender.
To The Superintendent of Insurance,
New Delhi/Simla.

FORM V-A.

(See Rule 16-A of the Insurance Rules, 1939.)

APPLICATION FOR RENEWAL OF A LICENCE TO ACT AS AN INSURANCE
AGENT

From (IN BLOCK LETTERS).
Name of Insurance
Agent.
Full Address
Place

To The Superintendent of Insurance,
New Delhi/Simla.

Dear Sir,
I request that my licence No. , which expires/expired on
may be renewed for a further period of one year. The fee of Rs. has been paid
by me *vide* stamp(s) affixed below.

*2. I declare that since the date of my last application for a licence—

(i) I have not been found to be of unsound mind by a Court of competent jurisdiction;
(ii) I have not been found guilty of criminal misappropriation or criminal breach of trust
or cheating or forgery or an abetment of or attempt to commit any such offence by a Court of
competent jurisdiction;

(iii) I have not been found guilty of or to have knowingly participated in or connived at
any fraud, dishonesty or misrepresentation against an insurer or an insured in the course of
any judicial proceeding relating to any policy of insurance or the winding up of an insurance
company or in the course of an investigation of the affairs of an insurer; and

(iv) my licence has not been cancelled at any time by the Superintendent of Insurance.

3. I also declare that the facts stated herein are true and that the licence for which I
herby apply will be used only by myself for soliciting or procuring insurance business.

Yours faithfully,

' Government of India Insurance Agent Licence Fee' stamp(s) <i>vide</i> note 5.

Dated the 19 . . .

Signature of applicant.
(to be made over the stamp).

*Any part of the declaration which cannot be made should be scored out and the necessary
explanation attached to this application.

(Please see notes overleaf.)

Notes

1. The attention of the applicant is drawn to section 104 of the Insurance Act, 1938, which provides that whoever in any document required for the purposes of any of the provisions of that Act, wilfully makes a statement false in any material particular, knowing it to be false, shall be punishable with imprisonment for a term which may extend to three years, or with fine which may extend to one thousand rupees, or with both.

2. Care should be taken to see that the name and the licence No. given in the application is identical with that shown in the last licence held.

3. Any correction or alteration made in the application should be initialled by the applicant.

4. The application should be filled in as far as possible in the English language, where it is not possible to do so, the name and address of the applicant may be transliterated in English IN BLOCK LETTERS.

5. The application should reach the Superintendent of Insurance not more than three months before the date of expiry of the last licence held by the applicant and a 'Government of India Insurance Agent Licence Fee' stamp for Rs. 1-8-0 should be affixed to it.

An additional stamp for Re. 1 must be affixed if the application reaches the Superintendent of Insurance on or after the date on which the last licence held by the applicant ceases to be in force. If the application reaches the Superintendent of Insurance after a period of twelve months from that date, the last licence will not be renewed, but a fresh licence with effect from the date the application reaches the Superintendent of Insurance will be granted.

6. Payment in cash or by money order, cheque, postal order, postage stamp or bank draft is not accepted.

7. No acknowledgment of this application will be sent. If one is required, the application should be sent by registered post (acknowledgment due).

(FOR USE IN THE OFFICE OF THE SUPERINTENDENT OF INSURANCE)

No. I.L()/ New Delhi/Simla, Dated 19 .

Returned with the remarks that

Assistant Superintendent of Insurance.

To

Resubmitted.

Dated 19 . Signature of sender.

To

The Superintendent of Insurance, New Delhi/Simla.

FORM VI

(See Rule 16-A of the Insurance Rules, 1939.)

GOVERNMENT OF INDIA

OFFICE OF THE SUPERINTENDENT OF INSURANCE



No. of Licence.....

Licence to act as an Insurance Agent under Part II of the Insurance Act, 1938.

of

having paid the prescribed fee and having made the necessary declaration is hereby authorised to act as an Insurance Agent from

to Superintendent of Insurance.

New Delhi/Simla,

Dated the day of

19

Signature of Licence-holder.

(To be made as soon as licence is received.)

Notes

1. If it is desired to renew this licence for a further period the procedure laid down in rules 16 and 16-A of the Insurance Rules, 1939, shall be followed and, an application for renewal should reach the Superintendent of Insurance not more than three months before, but within 12 months after, the licence expires.

2. No identifying mark or note of any description by which the identity of an insurer might be established should be placed on the licence.

3. No correction in this licence will be valid unless attested by the Superintendent of Insurance or a person authorised by him in this behalf.

S. R. ZAMAN, Joint Secy.

THE INDIAN TEA CONTROL (AMENDMENT) BILL

The Honourable Sir M. Azizul Huque (Member for Commerce and Industries and Civil Supplies): Sir, I introduce the Bill further to amend the Indian Tea Control Act, 1938.

THE INDIAN COMPANIES (AMENDMENT) BILL

The Honourable Sir M. Azizul Huque (Member for Commerce and Industries and Civil Supplies): Sir, I introduce the Bill further to amend the Indian Companies Act, 1913.

THE INDIAN PATENTS AND DESIGNS (AMENDMENT) BILL

The Honourable Sir M. Azizul Huque (Member for Commerce and Industries and Civil Supplies): Sir, I introduce the Bill further to amend the Indian Patents and Designs Act, 1911.

THE INDIAN MERCHANDISE MARKS (AMENDMENT) SUPPLEMENTARY BILL.

The Honourable Sir M. Azizul Huque (Member for Commerce and Industries and Civil Supplies): Sir, I introduce the Bill to amend the Indian Merchandise Marks (Amendment) Act, 1941.

REPORT OF THE PUBLIC ACCOUNTS COMMITTEE—*contd.*

Mr. President (The Honourable Sir Abdur Rahim): The House will now consider the report of the Public Accounts Committee. Mr. Avinashilingam Chettiar.

Mr. T. S. Avinashilingam Chettiar (Salem and Coimbatore *cum* North Arcot: Non-Muhammadan Rural): Sir, last time when I was speaking on this motion I was referring to the financial irregularities of many of the Departments of the Government of India such as, Railways, Stores, Labour and the Industries. Before I take up the other Departments, I would like to mention the specific irregularity that has been mentioned about the Railway Department. My Honourable friend Sir Edward Benthall suavely turned it aside when it was suggested that the railwaymen accepted tips for reservations. He won't believe it. But I would request him to listen to what is recorded by the Public Accounts Committee about his Department. It is a perfect scandal. On page 9 they say:

"... but a review of the action taken against delinquent servants of the Railway Department has somewhat strengthened the impression we recorded in our Report"

The Honourable Sir Edward Benthall (Member for Railways and War Transport): On a point of fact, Sir. The Honourable Member is putting into my mouth words that I never used.

Mr. T. S. Avinashilingam Chettiar: I hope he will show it by deeds and not by words. To continue the quotation from the Report:

"on the accounts of 1940-41 that the punishments inflicted are apt to be lenient even when charges of a grave nature are proved."

Even when they are proved, the action has been so lenient that it has been an encouragement for the railway servants not to care for any representation.

"It is difficult enough often to detect mal-practices; it is very much more difficult to prove, to the satisfaction of all the Departmental rules, the responsibility for them against any particular Government servant. When this has successfully been done there is no reason why a punishment fitting the crime should not be awarded."

The allegation here is very serious. It is not a mere allegation but it has been proved and proved to the satisfaction of the Departmental rules and still the action that has been taken has been very lenient. What does it show? Does it show that the Railway Member and the Railway Department are very anxious to put down corruption? I won't be surprised if the incident referred to is committed by a white man, because this Government makes a difference between a white, brown and a black man. I know cases in which the offence has been committed by a white man and the action taken against him is

lenient. But if a similar offence is committed by a black man, then he has been sacked.

Now, Sir, I will refer to the expenditure on war publicity. It is an open scandal and it has been admitted by the Auditor General that it is an awful scandal. Not only does he say that it is an open scandal, but he would like to be relieved of this audit work. He says that it can be certified as secret service expenditure. I will read just a few lines of what this report says on page 39:

"... the Auditor General stated he has been having the greatest difficulty in obtaining satisfactory accounts of this expenditure from the provinces and of exercising proper audit control. He had found difficulty in getting vouchers for expenditure and had often in relaxation of the normal audit requirements to accept certificates of disbursement instead. As far as he was concerned, he would be satisfied if the expenditure on this account was treated as secret service expenditure but this the Department was not prepared to do."

He suggested that it should be treated as secret service expenditure because for secret service expenditure no account was necessary, no audit was necessary and no vouchers were necessary. To continue the quotation:

"The Committee expressed great concern that the accounts of so large an item of expenditure should be on so unsatisfactory a basis and desired that the Auditor General should report to them next year the arrangements it had been possible to make with regard to the proper accounting and audit of this expenditure."

Next, I refer to the denial policy which has been referred to on page 43. I do not wish to discuss anything about the policy itself. I am only concerned with the financial irregularities connected with the enforcement of this denial policy. Every word that is written on this page is a censure against this Government and the Government of Bengal. I now read from the second part of paragraph 102 on page 43:

"He (*the Auditor General*) was not at all satisfied at the state of the accounts of the expenditure on these measures and feared that it would be impossible ever to get the requirements of Audit satisfied. (*The money involved is about 3 crores.*) The Government of Bengal who had acted as agents of the Central Government in this matter had, at his instance, deputed a special officer to investigate these accounts and his report had disclosed a most deplorable state of affairs. It appeared that the Bengal Government had issued orders to Treasury Officers to pay out money on demand to Government officers without the intervention of the Accountant General and, in some cases, without the safeguard of giving to the Treasury Officers the specimen signatures or even the names of the officers who were entitled to demand payment."

Can there be anything more scandalous. Anybody could sign a voucher and get money from the Treasury Office:

"In addition to sums standing in suspense on this account there were other large sums relating to Bengal debitable to the Central Government the liability for which the Auditor General had not found himself in a position to accept on behalf of the latter; the aggregate amount was at one time of the order of Rs. 3 crores."

May I know what action the Government has taken in this matter? May I know whether the Government could detect the officers responsible for this corruption and have they been able to bring to book any persons in connection with the exploitation of these 3 crores of rupees?

I now come to the next item which relates to the Department of my Honourable friend Dr. Khare. I am sorry he is not here. He is very fond of fighting. Here is something for which he can fight and fight legitimately. I refer to pages 31 and 32 of the report. As was explained by my Leader sometime ago, this Department is a Department of Commonwealth Relations, the idea being that India is the common wealth for all of them and this is absolutely true in view of the report of this Committee. I am glad the Honourable Member in charge of this Department has now come in. The British Government dumped upon India, Greeks, Maltese, Anglo-Burmans, Ionese and all the rest of that lot, many more whose names I do not know. When these were dumped, it was promised that these evacuees will be paid for by the Government of Great Britain. These people are paid at a rate which is not allowed even to our best persons when they are sent to jail. We are allowed an allowance of about 10 annas a day whereas these evacuees—the Honourable Member may correct me if I am wrong—are paid Rs. 2-8-0 a day. These

[Mr. T. S. Avinashilingam Chettiar.]

evacuees were dumped on India on the understanding that the amounts spent on them will be a charge on His Majesty's Government. In my own city of Coimbatore, I have seen many of these Greek evacuees with skirts above their knees, a very great danger to the locality in more ways than one and they compete with our food which is already becoming scarce, and at a time when our own people are starving, these evacuees have been imported and huge allowances have been made to them and when we asked about the debit of this expenditure, we were told before that the British Government would meet the expenditure. Do you know, Sir, how it has turned out to be in actual practice. The British Government has now refused to meet the expenditure. They ask us, where is the proof of the nationality of the evacuees. Can it be got by taking some blood out of the veins of the evacuees and examining the same under a microscope and determining whether a particular evacuee is a Greek or a Maltese or an Anglo-Burman and so on? This is rather a funny argument to advance. It is stated on pages 31-32 of the Report:

"It was stated that the arrangement at present in force was that the expenditure on evacuees although incurred in the first instance by the Government of India was to be shared by a number of authorities, namely, the Government of Burma, the Indian States, and His Majesty's Government. The Government of India was responsible only for the expenditure on Indians and Anglo-Indians, while the remaining Governments were responsible for expenditure on their own nationals."

Quite right on paper. But what has been the actual fact?—

"His Majesty's Government were now in certain cases refusing to accept the debits on account of the nationals for which they were responsible on the ground that there was neither satisfactory proof of payment nor adequate proof of the nationality of the payee."

May I know, Sir, why there is no adequate proof of payment? They must have taken receipts. I do not know who was responsible for not taking receipts for payment. It is also very surprising that they want proof of nationality. The Report continues:

"The Auditor General felt that the standard of proof demanded from the Government of India in this connection was not reasonable because, in the circumstances that prevailed at the time when these payments were originally made, it was impossible to make arrangements which would have enabled the payments to be allocated with greater exactitude. Those payments which were clearly debitable to the Government of India had been finally debited to the head 'P-6' and those as regards which there was doubt had been taken to suspense, the order of the amount standing under suspense being about Rs. 20 to Rs. 30 lakhs."

This is a very big sum. Now, Sir, this is a peculiar way of keeping accounts. I do not think His Majesty's Government will be unwilling to pay Rs. 20 to Rs. 30 lakhs or that the Government of India will find it difficult to fight out and get this sum from His Majesty's Government. The procedure suggested by the Public Accounts Committee is something very strange. I hope I have understood the report correctly. The Honourable the Finance Member will correct me, if I am wrong. They want to make a revenue debit. I think it must be taken to capital account as a loan to His Majesty's Government to be recovered later on. On the other hand the Public Accounts Committee suggests that it should be written off on the revenue account and you should get it back whenever you recover it. If you do not recover it, let it go the way of so much money of the Government of India which has been wasted.

The Honourable Sir Jeremy Raisman (Finance Member): The Honourable Member has got it wrong. He wanted to be corrected and so I might explain. He seems to be under a misapprehension. The question is—no matter to whom the amount will be finally debitable—whether it should be treated at this stage as revenue account or suspense item. The whole point is to treat it as revenue account, no matter what Government finally pays it. You do not have much hope of getting the money back from the evacuees themselves. If on the other hand you hope to get the money back from the beneficiaries, then you can treat it as a suspense item, that is a loan. Theoretically the money is in the nature of a loan to the beneficiaries. But in practice, of course we know that many of these unfortunate people will never be able to

pay back whichever Governments may have advanced the money, and therefore it seems more realistic to treat it as revenue charge and not as suspense item.

Mr. T. S. Avinashilingam Chettiar: I am not talking of the beneficiaries and the guardians.

The Honourable Sir Jeremy Raisman: But I am.

Mr. T. S. Avinashilingam Chettiar: I am talking just now about His Majesty's Government who have dumped these people on India and made the Government of India meet their expenditure. The money spent at the instance of His Majesty's Government must therefore be debited to His Majesty's Government. It must be treated as a loan, as something which can be recovered for certain, not as an item of doubtful recovery. It is bad accounting for a man who spends, to say from the very beginning, "I begin to doubt whether you will pay it back". I do not think anybody who wants to recover money will be so foolish as to go about saying he is doubtful about the recovery of the money.

The Honourable Sir Jeremy Raisman: My Honourable friend is still labouring under a misapprehension. It is not the case that there is a doubt about the recovery of the money from His Majesty's Government, but that there is a doubt about its recovery from the evacuees themselves.

Mr. T. S. Avinashilingam Chettiar: I quite admit that the evacuees themselves will not pay it back. But about recovery from His Majesty's Government, according to their own assurances, you are not sure of.

The Honourable Sir Jeremy Raisman: No. I think we have a strong case and I have no doubt it will be accepted.

Mr. T. S. Avinashilingam Chettiar: Thank you. I will be glad to hear the day when Sir Jeremy Raisman or his successor will report to this House that money has been recovered from His Majesty's Government.

Now, Sir, I come to page 52 of the Report. We were told, Sir, that the Government of India had arrived at some financial settlement with the Government of Great Britain about the allocation of war expenditure. The agreement was that all expenditure outside this country was to be met by Great Britain and all expenditure within this country and for the defence of this country was to be met by the Government of India. Now, Sir, an occasion has arisen when an air field was constructed at a cost of Rs. 103.47 lakhs outside the borders of this country and according to the financial settlement this should clearly be borne by His Majesty's Government. But what has happened? Here is an obliging Commander-in-Chief who says that this airfield is necessary for the defence of India; then there is an obliging Public Accounts Committee, and an obliging Finance Member. I will read out the paragraph which speaks for itself:

"The committee noted that the procedure adopted for determining the liabilities of His Majesty's Government and the Government of India in conformity with the principles of the Financial Settlement as well as the actual adjustments were reviewed and test checked by Audit during the current year and that Audit was of the opinion that in carrying out the adjustments the decisions taken had been observed except in one case."

I am referring to that one case.

"That case was the construction of two airfields outside India, but within a reasonable flying distance of her frontiers the cost of which (estimated at Rs. 103.47 lakhs) had been charged to Indian revenues. Expenditure on measures outside India is ordinarily debitable to His Majesty's Government, but it was stated that the Air Officer Commanding-in-Chief had certified that though these airfields were outside India they were for the local defence of India."

Audit, of course, has accepted the certificate and passed the bills. Now I ask you, when you come to a financial settlement for a certain thing, I hope it is meant to be observed. If exceptions are to be allowed every now and then running to crores of rupees I do not see how you observe the financial settlement. I say that the Finance Department of the Government of India has failed in its duty to see that the financial settlement which they themselves had agreed to with His Majesty's Government was properly observed. The amount here involved is really large, more than a crore.

[Mr. T. S. Avinashilingam Chettiar]

Now I will refer to page 12, just to point out the colossal extent of corruption which goes to the extent of falsification of accounts in some of the departments of the Government of India, and what little action they have taken in the matter. In fact their attitude has been to encourage corruption. Any one reading this thing on page 12 will know how badly the finances of the Government of India are managed. Paragraph 9 on page 12 says:

"We have come across certain cases in the Audit Report the facts of which as stated therein lead *prima facie* to the conclusion that there has, in certain Stores Depots, been a deliberate falsification of the accounts. Whilst we could condone, in the conditions prevalent in the period under review, mistakes in accounting and even losses in stores we cannot possibly overlook any attempt at deliberate tampering with the accounts."

This is condemnation enough for any department; let us know what action the Government of India have taken in the matter. They say:

"We have asked for a full investigation to be made into the facts of these cases with a view to taking disciplinary action if found necessary and to the issue of general orders aimed at a prevention of the repetition of such irregularities."

May I know if such an inquiry was made? May I have a report of that inquiry? May I know how many people were concerned in this deliberate falsification of accounts and what action was taken against them? May I know how many of them were white people and how many were brown and black, and against how many of them action was taken? I say this because I know discrimination runs rampant whenever disciplinary action has to be taken.

From this brief report I can take many more irregularities which have been mentioned by the Auditor-General and many others, but I thought it would be sufficient to mention only a few important ones.

Sir, I commend my amendment to the acceptance of the House and I hope the Honourable Finance Member will accept this amendment for it only says that the House is of opinion that as grave irregularities have been observed in expenditure of large amounts in war publicity and other matters, steps should be taken immediately to put down these irregularities. I hope he will not merely say that there is need for these things to be put down or that there have been these irregularities.

In conclusion, I will put a few points for the consideration of the Finance Member.

(i) Irregularities should be put down with a heavy hand wherever they occur. I know of a case in Madras in which a Sub-Collector who was a European was as corrupt as his clerk. There was evidence in the police investigation against the European Civilian but action was taken against the poor clerk only who was given one year's rigorous imprisonment. He was sacked but the European Sub-Collector who was equally guilty was merely transferred. This is not a solitary incident. Many of these glaring irregularities have been committed by Europeans and Europeans alone because they only have the courage to commit these major irregularities and they can be sure of some godfathering somewhere. I want to know whether Sir Jeremy Raisman has the courage,—or, as he is going away soon whether his successor will have the courage to take up the cudgels against these irregularities, corruptions, embezzlements, by whichever person they may be committed, even though they may be the highest in the land. I do not want merely verbal answers, I want action.

(ii) I hope that the assurance given by the Finance Member will be put into action and the money spent on the evacuees—30 and odd lakhs—will not be written off but that steps will be taken to recover it from His Majesty's Government.

(iii) I submit that the money spent on the denial policy should be recovered from the Government of Bengal if proper accounts are not available, and the officers' responsible for the mal-expenditure should be brought to book, even if they include the Governor of the province. Even if these officers are the highest in the land, I shall be happy if inquiries are made against them and they are punished and punished heavily.

(iv) The expenditure on war publicity has been a perfect scandal. You will perhaps hear more about it tomorrow. This must be regulated better, if not abolished.

(v) The principles of the financial settlement should be strictly observed and should not be departed from if it is against the interests of India to do so.

Lastly, the corruption that has been brought to light in this report is immense, and if they are true it means that this Government is inefficient and it is corrupt. No speeches are necessary, no words are necessary; these facts are more eloquent than the most eloquent speech of the most eloquent orator that this Government is absolutely corrupt and inefficient.

Sir I move.

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

"That after the words 'taken into consideration' the following be added:

'and having considered it, the House is of opinion that as grave irregularities have been observed in expenditure of large amounts in war publicity and other matters, steps should be taken immediately to put down these irregularities'."

Mr. Muhammad Azhar Ali (Lucknow and Fyzabad Divisions: Muhammadan Rural): Sir, being a member of the Public Accounts Committee I consider it my duty to explain our difficulties—and I hope my Honourable friend, Mr. Chapman-Mortimer, who comes from the European Group will support me in this—in regard to the working of the Public Accounts Committee on the floor of this House. Sir, we, the members of the Public Accounts Committee, have lodged several complaints before the officers and before the members of the Government that the time given to us for examining the witnesses and examining the accounts is very short. Formerly not less than two months was given to examine the witnesses that came before us, but now we are given only 15 days. It is a dereliction of duty on the part of officers of the Government when they do not give us enough time to examine the accounts and examine the witnesses that come before us, and it is a great discouragement to us. Is it right for the Government to give us only 15 days for examining all the Government papers and accounts? I say it is not. Sir, this is the state of affairs of the Public Accounts Committee. I need not go into details in regard to how we meet, under what circumstances we work and under what difficulties we work. It is enough for me to say that we get only three hours work in the morning and some times only 15 days are allotted for examining the accounts of all the departments of the Government. This has been our gravest complaint and I reiterate it on the floor of this House.

What is the duty of the elected members? They have only to ask a few questions when the witnesses come before them and the time fixed for some departments is half an hour. Now, is it possible for anybody to go in detail within that time? Of course the Railway Department has some times been given a day or a day-and-a-half but, generally speaking, the time allotted to one department is half an hour or an hour. The arrangements are made by the Government and elected members have no say in the matter; they cannot possibly fix time for the examination of witnesses. Our duty is to examine the witnesses within the limited time which is fixed by the Government. Sir, we have done our duty and my Honourable friend, Mr. Chettiar, has explained to the House how we have condemned the working of the various departments—not only the Supply Department, or the War Department or the Railway Department but we have condemned other departments also at every step. Sir, I would only read one passage from the Military Accounts Committee Report with regard to the examination of military accounts which is a sufficient proof of our condemnation of the working of this department:

"Stores.— We would, however, stress the fact that such purchases are open to abuse and are often productive of avoidable waste of public money and would suggest that the War Department should impress on all its higher subordinate authorities the importance of strictly following the instructions issued in this regard."

Sir, the conditions of these contracts, the way in which they are given—may be the Military Departments, the Supply Department or the Railway Department or any other department of Government—have been condemned right

[Mr. Muhammad Azhar Ali]

and left by the members of the Public Accounts Committee. Sir, I do not say that the Government officials were not with us in that criticism; some times they were forced to be with us—they could not help it; they could not get out of it. They do really try to exonerate the witnesses. It is indeed very unfortunate that the Public Accounts Committee has not the power either to reward or to punish or to do anything of the kind. Therefore, what remains in our hand is only the condemnation and criticism of the Government policy where it is called for.

I may say that we have always had regard and respect for the views of the Auditor General. He has been very critical of the Government whenever there was an occasion for it. We are much obliged to the Auditor General and also the Finance Member who on many occasions was with us when we lodged a complaint against the working of a department. But, Sir, what more can we do within the time that is given to us. I am sure, Sir, the Honourable Member will not deny that the time which was given to us formerly is not given to the present Public Accounts Committee. It is not for me to explain in detail the defects in the working of the various departments of the Government—the Committee's Report is full of criticisms and condemnation—but, Sir one thing on which I lay great stress is that the Honourable the Finance Member and his Department should in future give sufficient time to an important Committee like this.

I am sure, Sir, the Honourable the Finance Member when he gets up to speak will explain the various points raised by Mr. Chettiar, but I beg to submit, Sir that those explanations are not enough. This House is entitled to know what action has been taken by Government, how many people have been sacked for the dereliction of duty, and what steps have been taken to regularize matters? But I am sure, Sir, the Honourable the Finance Member will not explain that: He does not know it.

Sir, I need not go into details. The criticisms which have been levelled by my Honourable friend, Mr. Chettiar, are quite enough to show to the House how and under what circumstances we have worked, but I assure the House that if we have really more time to examine the accounts we could go in more details. We have done our duty to the best of our ability during the time that was placed at our disposal.

Mr. K. C. Neogy (Dacca Division: Non-Muhammadian Rural): The brief reference which my Honourable friend, Mr. Chettiar, made to the accounts scandal connected with the denial measures in Bengal, has not perhaps enabled the House to realize the enormity of that scandal. I have before me the transcript of the evidence of the Auditor General on this point, and I propose to quote a few passages from the Auditor General's evidence on this particular case (It is on page 143 of the typed record—it is not printed). The first thing that the Auditor General said was:

"The entry under which the observations arose does not represent the entire picture because there is a good deal of more money than this under the Suspense head."

Therefore, Sir, it is not merely the item of one crore twenty-two lakhs that is specifically mentioned under this head in connection with which this particular point has arisen, but, as the Auditor General has said, 'there is a good deal of more money than this under the Suspense head', and I should like to know from the Honourable the Finance Member the total amount involved in this case of accounts muddle.

Next, Sir, the Auditor General described the process which these denial measures followed:—

"After the cycles and boats were taken over—Heavens know what happened to them. There is a process of 'cannibalisation' which means that they were broken up for various purposes. In any case there was a very big expenditure and it never will be recovered."

Thereafter we are told that it is not merely bicycles, but elephants also were involved in the process. It includes bicycles, elephants and various other items, not boats alone. So the House will realize the comprehensive character of the denial measures that were undertaken at that time in a state of panic by

the executive authority. 'I do not know to what particular process of cannibalisation were the elephants' subjected. Then he proceeds to say: 1 P.M. "There is a terrific confusion between this and payment for land required for airfields" and so on. We thought we were dealing only with the denial measures. But the Auditor General says that there is terrible confusion between expenditure on denial measures and compensation for land required for air fields and so on.

Sir Cowasjee Jehangir (Bombay City: Non-Muhammadan Urban): In India?

Mr. K. C. Neogy: No, in Bengal, in that part where the expenditure was undertaken. The Auditor General further says:

"Then the total suspense against Bengal was at one time over Rs. 3 crores and I had the greatest difficulty in getting accounts for it."

I should like to know for what particular amount the accounts have been satisfactorily submitted up to date and what is the amount still outstanding, in respect of which this House, I am sure, would like to be satisfied. Then the Auditor General said:

"We should call for a full report on the position of the suspense items connected with the denial policy of Bengal and the other suspense items connected with Bengal, because there is a considerable number of them."

I do not understand why the Auditor General employs this language. He should call for this report. I thought he had sufficient authority. Was he asking for the support of the Public Accounts Committee?

The Honourable Sir Jeremy Raisman: Certainly!

Mr. K. C. Neogy: I should think that the Auditor General himself should have called for a report on those particular points. If I am wrong in this supposition, I am surprised.

The Honourable Sir Jeremy Raisman: He wished his authority to be reinforced by the Committee of the Legislature.

Mr. K. C. Neogy: I should like to know what the Auditor General did before coming up to the Public Accounts Committee. Did he or did he not ask for the report or was he wanting the authority of the Public Accounts Committee to support him?

The Honourable Sir Jeremy Raisman: I trust that the Honourable Member is not criticising the conduct of the Auditor General.

Mr. K. C. Neogy: I merely ask for information, and I do take it that the Honourable Member is, so far as this House is concerned, responsible for giving information on such points though they may relate to the Auditor General.

Then he goes on to describe the real problem:

"The trouble was that the Provincial Government issued an order to Treasury Officers under one of the Treasury rules that allowed them to disperse money from Treasuries without any authorisation from the Accountant General, and any body who went to the Treasury was given some money. Money was handed out in lakhs. The Accountant General came and did his best to get some order."

Then the Chairman asked:

"Could not the Accountant General refuse to pay?"

The Auditor General replied:

"He cannot. The Accountant General has no control over the Treasuries. There is a section under the Treasury rules which allows a Provincial Government to authorise issues from the Treasury without consultation with the Accountant General. In the emergency then existing the Provincial Government used that section and I can say that lakhs and lakhs were issued from the Treasury to all sorts of people, and now we are trying to get accounts for that and we are finding it exceedingly difficult. Military officers would go along to get the money. No particular authority was given."

I understand even their identities were not established as to who came and who drew the money and on what authority.

Mr. Sami Vencatachelam Chetty (Madras: Indian Commerce): Warren Hastings!

Mr. K. C. Neogy: Then the Auditor General says: "I think we should call for a comprehensive report on the matter."

[Mr. K. C. Neogy]

As a matter of fact my complaint is that there is not a little more of information on these points than has been furnished to us. The appropriation accounts as submitted by the Auditor General should have been more comprehensive and contained more light on these points.

There might be a suggestion made that the circumstances were so extraordinary at that time that we could not expect the normal financial rules to be observed and the ordinary normal precautions taken. There again the Auditor General says:

"The trouble is we are in the hands of the Provincial Government, and it is very difficult to repudiate what they did? Of course one has to take into account the circumstances existing at the time. But the Public Accounts Committee laid down two or three years ago that no circumstances really justify the neglect of elementary financial precautions—getting proper receipts for money and paying money only to authorised people."

Here, there were neither receipts nor authority forthcoming to justify the payment made of lakhs and lakhs.

On this particular point I find that in the report of the Military Accounts Committee, 1942, which is appended to the Report of the Public Accounts Committee on the Accounts for the year 1940-41 that the Committee dealt with certain relaxations of the financial checks and safeguards that had taken place as an incident of war. It is well known that financial check on public expenditure is one of the first casualties of any war, and in the case of the present war we are aware that some of the salutary principles which have all along been observed in regard to the control of public expenditure had to be relaxed. This matter was dealt with, as far as I recollect, in a previous report of the Auditor General or it may be by the Honourable the Finance Member himself, dealing particularly with the rules relating to the giving of contracts and so on. I am also aware of the fact that although the work of the Auditor has increased manifold due to the increased activities arising out of the war, the number of qualified accountants and auditors is relatively small, and the result is that apart from the relaxations that have been admittedly made in the financial rules, we do not have the necessary number of competent men to carry out the duties of audit.

I should like to emphasise what the Military Accounts Committee of 1942 stated on this particular point. They said that they recognised fully that in time of war the orthodox conception of financial checks and safeguards and the application of rigid financial control are out of place, but they added: "But we cannot help feeling that the delegations of power and relaxation of financial control generally have now been narrowed to the limit of safety and should go no further". Then they go on making certain detailed observations on those lines.

I should like to know whether any heed was paid to this particular warning given in the year 1942, whether the authorities responsible for carrying out these measures in Bengal paid any heed to the warning that I have read out.

I have no desire to traduce the memory of a dead man but truth requires that it must be said that so far as these denial measures are concerned, the Ministry in Bengal had taken absolutely no part. It is Sir John Herbert himself who was dealing directly with the permanent officials, and who ultimately must be held responsible for all the irregularities that have taken place.

I should like to know what the latest position in this matter is, and I should also like to say on behalf of this side of the House that there should be fuller enquiry made into this astounding muddle that has taken place in connection with the denial measures. I, for myself, would like to see the Public Accounts Committee undertake through its own agency, through a sub-committee of its own, a careful enquiry into all the details of this particular scandal—a scandal of the first magnitude.

Mr. T. Chapman-Mortimer (Bengal: European): Mr. President, I should like, before I say anything at all, to refer to the words that dropped from the lips of the last speaker regarding the late Sir John Herbert. He suggested, Sir, that the late Sir John Herbert was responsible for what happened in regard to this matter. I think his statement is a most monstrous accusation.

Before I say anything I should like to pay about the only compliment I shall be able to pay to the Government Benches in regard to some of the facts that have emerged from this report and that is what appears early on, where we talk about "accuracy of budgeting and control of expenditure." There we made the comment that, "bearing in mind the very difficult circumstances, there had been effective control by the Government of India, Finance Department, to an extent which, having regard to the difficulties with which they were faced, was really on the whole very satisfactory". Now, Sir, when we said that, we realised of course that what the Auditor General said had a great deal of truth in it. There was a great deal of relaxation of control by his department, because he had no alternative. He had to choose either between releasing men from audit after expenditure had already been incurred or he had to choose between giving up some of his men to departments to check expenditure before it was incurred. After consultation with the Finance Member he very rightly decided that he must sacrifice some measure of control after expenditure had been incurred to enable him to check and prevent waste at the source. With that decision of the Auditor General the whole Committee was in unanimous agreement. We agreed that what he did was at a risk; but we believed that, having regard to the circumstances, it was a wise risk to have taken and in that we supported him. I should like also to pay tribute to the Auditor General, Sir Cameron Baudenoch, who is leaving India in a very few weeks' time for good. He has done most magnificent service and I know I am speaking on behalf of my colleagues when I say that what he did has been a most magnificent public service.

Mr. Muhammad Azhar Ali: We have already expressed it in our report.

Mr. T. Champan-Mortimer: Yes, I know but I thought it fair to refer to it again.

Now there are about ten main heads that I should like to consider, point by point.

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. Deputy President (Mr. Akhil Chandra Datta) in the Chair.

MEMBER SWORN:

Maulvi Dewan Abdul Basith Choudhury, M.L.A. (Assam: Muhammadan).

REPORT OF THE PUBLIC ACCOUNTS COMMITTEE—contd.

Mr. T. Champan-Mortimer: Sir, I remarked just before lunch that there were about ten main issues in this report on which I should like to comment. The first of these will be found in para. 5 of the main report on page 3. There we refer to supplementary grants. If the House will look at that report, they will find that during the year under review, the number of such grants was 46 and the total sum involved was Rs. 13,23,95,000—this figure representing no less than 52.05 per cent. of the original voted grants, and we made some comments about that. We fully realise that at a time when the Japs were practically at the gate of India and were in fact all along the Arakan coast and pouring through Burma, threatening Assam and Bengal, it was obviously out of the question for any government to consider too closely strict financial control in the matter of the expenditure of public money. Here of course I am not referring to audit control—I am thinking here of the control exercised by a Finance Member who has already allocated so much money to the various departments; and obviously many things had to be done speedily and very often not in the most economical way. The committee fully recognised that position. At the same time, having regard to what we knew to be happening elsewhere—in the Standing Finance Committee and in other directions,—we knew that there was an increasing tendency on the part of certain departments of Governments to spend money after the budget for the year had been sanctioned; they then come along with requests for supplementary grants necessary for that expenditure being sanctioned. Now, we do not like this, and it is

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absolutely wrong, striking as it does at the root of financial control. We therefore said that on general principles we viewed with disfavour the presentation of large supplementary demands because this amounts almost to the Assembly being forced to endorse, *ex post facto*, decisions already taken. In the last few months I think there has been some improvement shown by various spending departments of Government. But I would commend to the attention of all Honourable Members of the front bench what we have said in this report on this question. The kind of thing we have in mind is this: the moment the Assembly has dispersed in April, Departments come along with demands for supplementary grants; and then later on in the year the Finance Member is told "We only found at the end of March that this was necessary, and now we need the money". That is all very well when it is strictly war expenditure; but there is a type of expenditure that has nothing to do whatever with the War which of course like that blessed word 'Mesopotamia' in 1914-18 is trotted out as a stock excuse. The answer is, to any inquiry as to why the money could not be spent or why it should be spent as the case may be, "After all, don't you know there is a war on?" Well, that kind of excuse is pretty thing in some cases. There are a few cases where departments generally are spending money on essential things, but there are also other cases where they are increasing their expenditure in various directions in a manner which we think is wrong. They are also increasing staffs. In other words, the staffs of many departments are already too great: they are growing greater, and some of them ought to be reduced. This arises in two ways. One is that departments newly created, sometimes but not always—the old ones are just as bad—decide that they are not getting the satisfaction they like from some other departments: so they start a new sub-section of their own: they appoint say another economic adviser and attach him to one particular department or they make some new appointment and say we must have some one to give us guidance in this, that or the other direction. I would urge that the Government of India in all departments should consider whether in fact they need go on spending money in the way they are doing today. Of course I am not referring to essential war expenditure. We all know that while the war is on, that expenditure must be incurred; but I am talking of the kind of thing I have just quoted, where a department wants to set up what amounts in effect to another department of Government incorporated in it—a sub-section within itself. There is therefore a lot of duplication of work and it has been said, with a good deal of justice I think, that this arises from the fact that the departments of Government tend to function as if each one of them was in fact the whole of the Government of India. That is one of the main causes for these demands for supplementary grants; but as I have remarked there has been an improvement in recent months and I can only hope that they will keep it up.

The next point I should like to deal with is unsatisfactory accounting. First of all, para. 9 deals with expenditure on evacuees, which to some extent is allied to the question of unsatisfactory accounts in para. 10—this will be found at page 5; and also in para. 102 will be found a reference to this expenditure and to the deplorable state of affairs in Bengal. On this point we had some very strong comments to make and some very serious criticism. I regret very much that before lunch one Honourable Member saw fit to bring the late Governor of Bengal into this controversy. I think that is a very unfortunate thing to have done, and I deeply regret it. Obviously it is a most unjust thing to have suggested that he personally was responsible for some of the things that were going on in Bengal and which were the cause of some of these unsatisfactory accounts. Corruption today in Bengal, I should think, is without parallel since the days of Warren Hastings. We know that there have been officials involved and some of them are being prosecuted now. What is not mentioned so often, unfortunately, is corruption and dishonesty on the part of business people which leads to corruption among officials. A lot of those who

are the first to talk about corruption in the official world always conveniently overlook the other side of the medal—the corruption in business—which today is also without parallel since the days of Warren Hastings; and I would commend to all the Members of the front bench some of the observations made in para. 102 of this report, as well as the stringent comments of a more general nature in para. 10. On the subject of evacuees, Sir, we have heard a good deal this morning and I do not propose to add much more except to say just this—that I think my Honourable friend, Mr. Chettiar I think it was, is really under a misapprehension. There is no question of His Majesty's Government evading responsibility which is rightly theirs. What they have said is 'Look here, what is this amount? Was it really expended or not?' We know from some of the cases now proceeding in Bengal that His Majesty's Government have every right and every reason to question some of the expenditure under this very head, because it was in connection with the expenditure on evacuees that some of the worst defalcations and malpractices occurred.

Now, Sir, in regard to Stores policy, I would refer to paragraph 18 of the report. We there make some observations which I would commend to the Honourable Members of Government, especially in the spending departments. When the war was at its height, as it was during most of the period to which this report relates, it was quite obvious that having regard to the difficulties of obtaining supplies, whether within India or from outside Government had to lay in stocks wherever they could get hold of them and sometimes the stocks became quite large. But we found when we examined this position that there was still a tendency for departments to pile up over large stocks, and we pointed out that while during the height of the war that was obviously practical commonsense, it was especially important for the Posts and Telegraphs Department and the Railway Department to remember that that is a sound rule of business, namely, that when trade is booming you should reduce your stocks and when trade is slack and prices lower you should tend to build them up again. We suggested that that whole position should be thoroughly examined by the main spending departments and I am sure that they will do so. At least I hope very much that they will do so, because not only are they tying up lot of Government money but they are tending to cause shortages whereby a little adjustment on their part shortage will be eased and thereby they will be helping the Honourable the Finance Member in another direction, namely, in his efforts to combat inflation.

In paragraph 19 we had some observations to make on works expenditure. We pointed out that we are of the opinion that with the return of more stable conditions it should be possible to budget more accurately for works expenditure and while of course that applies probably chiefly to the Railway Department and the Posts and Telegraphs Department there are other Government departments particularly affected. The Labour Department is a very obvious example and I would suggest that the Labour Department should use its best endeavours to decide whether expenditure in all cases is really necessary. In other words, they may adopt as their slogan what the Railway Department has adopted—is your journey really necessary—and the slogan of the Labour Department should be—"is this expenditure really necessary". Now, all that building expenditure arises from a tendency for staffs to increase and, as I have mentioned earlier, there is room for improvement in that direction. We all know that Government officials in many departments are heavily overburdened with work but we equally know that there is a tendency to create new appointments, new sections and new departments and that tendency should be checked.

The fifth point to which I should like to draw the attention of the House is a very important one indeed and that is that works expenditure should not be incurred without the prior sanction of the Finance Department—there were cases to which we have referred in our report where that did not happen. They spent first and then came along for proper sanction afterwards. That is also

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lutely wrong. It is obvious that in certain cases this is justifiable. For example, if you have got the enemy at your door, you naturally have to act, and act quickly, and probably spend money first and refer to the Finance Department later but that is no excuse at all in other cases where that urgent war necessity does not exist. We consider that there is room for tightening up by various departments in that respect and the Committee fully support the Finance Department in every effort they may take in this direction. We do not want to see people spending money first and then coming along to the committee and saying 'We had to spend it, you see and there it is. We did it and need the sanction now.' This happened particularly in the case of certain contracts to build bridges and so forth.

Then the sixth point is the suggestion made on page 23 that the Government of India should introduce now, and introduce very quickly indeed an Act similar to the U. K. Registration of Business Names Act. Now, Sir, my Honourable friend Mr. Neogy is very keen on eliminating corruption. I hope he will lend his full support to this proposal. I know of course that it does not mean creation of new jobs. It does not mean a lot of post-war planning and it does not mean vast expenditure of public money. Nevertheless, it is, I believe, a very important recommendation of the Committee. We have suggested that following the practice in the United Kingdom firms should print on their letter-head the names of partners and that companies should print the names of Directors, the Managing Agents, treasurers, secretaries and so on. The reason for that is very obvious. At present I may tender for a certain contract under half a dozen different names and that is happening every day now. People tender under company A. They also tender under company B etc. They also have another practice and that is to sub-lease a contract; having obtained the contract from Government under one name and they then pass it on to other people. In some cases, I know, the Government have objected to that and they have stopped it; but it is very difficult to stop it. This particular recommendation of ours has not only been supported by the Public Accounts Committee but also by the Standing Finance Committee. It would have a powerful deterrent effect in dealing with corruption and apart from anything else would place officials in a better position to deal with this practice. Unfortunately at present they cannot possibly keep track of all the different ramifications of business. If this recommendation were adopted, all officials will then know, when they are giving a contract to company A, whether it is the same thing as giving the contract to company B or company C. We attach very great importance to this, because as I have said we are convinced it is going to strike at the very root of corruption. One objection was raised by someone with whom I discussed this matter once. He said: 'Look here, if you do this, you might have a case where a firm got a tender for a Government contract and one of the partners was a Government official'. That is precisely why we want this Act. We want to know, that when contracts are given to a certain company, it will be known who are the Directors of that company and if it is a firm, who are its partners. We do not want to have all this business of anonymity which is the greatest cloak for dishonesty and almost an incentive to it when the temptation is very great. Sir, I do beg the Government of India not to take the line that there are insuperable difficulties in this matter. Today they can control almost everything under the Sun, from ladies lipsticks to steel. Let them not have a shock at this simple measure which we have recommended.

On page 23 of the Report there is rather an important recommendation and that is the recommendation which we have made following upon our attention being drawn by the Auditor General to the departure from tradition which had been made in the opening of an appropriation head "Capital Outlay on schemes connected with the War". The Auditor General told us that he believed that this was a sound and right thing to do and he also advised us that he had obtained the approval of the Finance Department to his recommendation. The Committee strongly endorsed his recommendation and I hope the result will be what we all hope for.

The eighth point I should like to refer to is in regard to commercial intelligence and joint stock companies. Now, in these days when Government Departments are increasing their various means of trying to understand economic problems, obviously a great deal of importance attaches to commercial intelligence and the regulation of joint stock companies. We find under the head 'Joint Stock Companies' this recommendation of the Committee:

"Arising out of the modification in sub-head 'C. Other Charges' which were caused because of the shifting of the bulk of the office of the Registrar of Joint Stock Companies, Bengal, from Calcutta to Suri a member suggested that it was undesirable that Registrars of Joint Stock Companies should stay so far away from the centres to which their work related."

The regulation of the joint stock companies is one thing that the Company Law seeks to do, but that is absolutely defeated in its purpose if the administration of the law in that respect is treated in the way it seems to be treated today. This Department and the Department of Commercial Intelligence appear to be rather the Cinderellas of Government. No one seems to bother very much about the work of the Registrar of Public Companies. I believe that a great deal could be done to assist Government to stamp out corruption if they were to pay a little more attention to this Department. I may add that it is one of the few Departments of Government that could very usefully do with the little strengthening in personnel. By that I mean no reflection, of course, on the existing personnel. I mean that they should have more people to assist them and that their functions should be treated as highly important, which they are. Give them really qualified staff and, if necessary, give them higher status and more pay. But I do believe that these two Departments—Commercial Intelligence and Statistics and the Registrar of the Joint Stock Companies—are very important Departments though they have a very minor appearance in our Report. The amount of money involved is very small and the great good which these Departments could do is out of all proportion to the money spent upon them or that might be spent upon them.

Sir, these are the main points to which I should like to refer today and I should like just to end on one note in regard to Audit. I mentioned earlier in my speech that the Auditor General had been faced with a difficult problem all through 1942/43 and again in 1943/44. His problem was whether to release men urgently needed in his own Department for work in connection with the great spending departments engaged on war supply. He had rightly chosen to take a considerable risk. But at the same time he gave us a very definite warning that the position might deteriorate very rapidly if attention is not paid to the strengthening of the staff of the Audit Department. His officers are hopelessly overworked; they are struggling to do their job against very great odds and the Committee whole-heartedly supported what he had to say in regard to the way in which they had performed their work. The officers of that Department have done very splendid work and, as I have said, all through both 1942/43 and 1943/44 they were feeling the strain as few Departments of Government were. I believe that it is one of the most urgent tasks before the Government of India that this Department should be strengthened as rapidly and as effectively as circumstances permit. I am fully conscious that it cannot be done at once. Trained Auditors of a high degree of integrity cannot be found in great numbers and, where they are found, they are generally in some other equally important job. But it should be, I believe, number one priority task for the Honourable the Finance Member's successor that, when he takes over, he will pay very great attention to this.

Sir, I support the recommendations of the Report.

Mr. Muhammad Nauman (Patna and Chota Nagpur *cum* Orissa: Muhammadan): Mr. Deputy President, Sir, this House gets only an opportunity of *post-mortem* examination of the decomposed body. This House has consistently and repeatedly pointed out that things were deteriorating in the public Exchequer. The Public Accounts Committee were made to satisfy themselves with remarks that they have noted in this Report which has been placed before this House. Every word of the report is the result of detailed discussion but not of detailed examination in the Committee. On the one hand, it has been

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contended by a member of the Public Accounts Committee that neither sufficient time was given nor necessary evidences were produced before them, and yet with all those handicaps they were able to produce the report which is now before us. Now, Sir, by examining the copy of evidence we find that not only by one member but by many members and not only once but many times it has been said that they wanted more elaborate report on this and that item. This only shows that the full picture was never presented to the members of Public Accounts Committee and the *post-mortem* examination by the Committee was done without even having the full dead body, I mean the carcass of Incomes and Expenses. What useful purpose can such examination of accounts serve is another question which this House has got to examine. Have the discussions in the Public Accounts Committee made the departments wiser or have they eliminated the corruptions which were rampant therein?

3 P.M.

Has there been any improvement at least as a result of the suggestions made by the Public Accounts Committee or by this House? If we take the reports of 1938-39, 1939-40 and 1940-41, we would come across the same sort of remarks of corruptions and defalcations in some department or other as we find in the report under discussion. The most pertinent question which arises is this, whether discussions in the Public Accounts Committee and further discussions in this House is going to do or has done in effect any change to these Departments which receive warnings or not. Has the Public Accounts Committee got any sanction behind the remarks that they make or not. That is the only important question which is involved. I do not want to tire the House by going into every page and reading it out. The previous speakers have very ably drawn attention to corruptions, defalcations and misappropriations in Supply Department and other Departments of Government. The officers who appeared before the Public Accounts Committee to give evidence have even admitted their guilt. Take the case referred to in page 51, para. 16 which says:

"The Committee examined the case referred to in para. 16 of the Audit Report where a work has been started and completed without execution of contract documents. The Engineer-in-Chief explained that in the circumstances of the particular case, there was no option but to do so."

Sir, there have been rumours, of course, I am speaking without any particular evidence in my possession, that on the strategic lines on the Assam side, certain bridges were built and demolished on paper. There was neither a bridge ever made nor ever demolished. On paper it was shown that a certain bridge was built for two lakhs and for certain imaginary change in strategic conditions, it was demolished at a cost of half a lakh, so that the whole so called construction and so called demolition cost the public exchequer $2\frac{1}{2}$ lakhs of rupees. There are many stories like this rampant in many quarters. With the sort of explanation that the Engineer-in-Chief gives before the Public Accounts Committee, namely, that a work can be constructed without entering into contract documents is enough to show the maladministration. It is quite probable that a Government officer who has no implied authority in himself to commit the Government of India makes this Government responsible for all the deeds and misdeeds of his own or his department. If an engineer can commit Government of India and allow a thing like that to exist, then what is there which cannot happen? My Honourable friend Mr. Chapman-Mortimer has very ably stressed other points, such as that the names of firms should be printed on forms and letter heads as required in U. K. I quite agree and appreciate that. I want to point out that in most of the cases the authorities in charge of passing orders and contracts are fully in the know of affairs of every firm and contractor. They do know that certain individuals have five different names and pass for five different firms. It is only an instance of allowing a deliberate falsification of these contractors. I do not admit as Mr. Chapman-Mortimer tries to say that these officials were innocent and that they sanctioned all these things probably due to ignorance. Normally all these things are sanctioned with eyes wide open on the part of the authority

who does it. I do not want to make any inference or any allegation as to what for these officials do so. It is for you to draw your inferences as to why officials do it. I do not want to cast any reflection but any Member can see through the game.

Now, let us look at the Supply Department. I do not want to go into details. I refer to page 39. There is no use of reading the paragraph. I expect Honourable Members must have read it. It only shows that instead of accepting lowest tenders, highest tenders were accepted, or at least no effort was made to buy articles and commodities at competitive rates. Indirectly, the Supply Department has been solely responsible for the inflation that has been brought about in this country, and because it suited those hundred and odd officers to buy articles at any cost, in the name of war stringency, they did so. Reference can be made again to para. 17, page 51 which refers to the supply of bedsteads. Bedsteads were purchased at Rs. 41 although the articles were delivered for Rs. 19-4-0 each. These are some of the few instances which the Members of the Public Accounts Committee could unearth from the meagre evidence placed before them. I certainly appreciate the labour spent by the Auditor General and his staff to go through the different accounts of each Department. Probably the Audit Department is too small to be able to trace all the corruption and defalcations and falsifications in the various Departments of the Government of India. It is not a question that I want to bring these things to light and degrade the officers in the eyes of the House, because they have already degraded themselves by their own actions. I only want to know from the Honourable Finance Member what process the Government of India are going to adopt by which they can eliminate such corruptions and defalcations and falsifications. There must be a definite attempt to reduce such chances to a minimum otherwise all this discussion is of no avail. With these remarks, I resume my seat.

Prof. N. G. Ranga (Guntur *cum* Nellore: Non-Muhammadan Rural): Sir, I agree with my Honourable friend Mr. Chapman-Mortimer in his plea to strengthen the Audit Department. I find from a perusal of this Report that the Audit department is asking for more and more staff and that they are badly in need of more staff and yet it was not given the necessary facilities by the Government with the result that it was not able to cope with the additional responsibilities that it was charged with during the course of this war.

I fail to understand why the Public Accounts Committee did not take the Finance Department to task for its failure to control these various spending departments even in the course of the year under report, and also during the five years of war. The Finance Department seems to be a sort of helpless witness to what has been going on in these spending Departments. It seems to think that its business was over once it was able to get the Budget passed and funds placed at the disposal of the spending Departments. Otherwise, how is it that these various Departments have been playing with public funds just as a boy will play with sands on the sea coast. What special steps has the Finance Department taken either to order a department enquiry or to convene periodical departmental conferences in order to review from time to time how these spending departments were really spending money and whether they were giving a true and good account of their work or not? Sir, I also find that the Finance Department had been going into various deals and various agreements with His Majesty's Government in regard to the airfields expenditure, expenditure regarding the Chatfield arrangements, and various other proposals and arrangements, over the head of this Assembly. There is a case of 60 crores of rupees on airfields during the year under report which was decided upon by the Finance Department or the Government of India, and I do not know at what stage this House was consulted before this particular decision was taken. Again they had to spend more than what was agreed upon in regard to the Chatfield arrangement. They say on page 46:

"With regard to the sum of 11.44 crores shown as having been credited to His Majesty's Government as India's share on account of capital outlay", etc., "the arrangement was that H. M. G. would bear the entire cost of the modernisation of India's defences amounting to

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34 million and that India should reimburse to them one quarter of that cost spread over a period of five years."

But it was found that the Government of India would be able to pay the whole of that amount in one lump sum and the Finance Department agreed to it and paid the money. Whether it was a beneficial transaction for India or a losing transaction we do not know; we have not been told anything about it here. And how the Finance Department came to this decision without consulting the Standing Finance Committee or the Legislative Assembly we do not know. Then we are told:

"The Committee then reviewed the cases mentioned in paragraph 4 of the Financial Review in which it had been found necessary during the course of the year to revise the actual methods of allocation of expenditure between the Government of India and His Majesty's Government and agreed that the methods now adopted were in accordance with the principles of the Financial Settlement and indeed necessarily followed from them."

How they came to that decision we do not know; we do not know whether they consulted any lawyer or any constitutional authority. We have not been told anything about it. Then—

"The Committee also took note of the fact that as a result of the large increase of the air forces in India which took place in 1942-43 and which caused the expenditure on these forces to exceed the ceiling fixed by the Chatfield Committee, it was found necessary to evolve a detailed procedure for the allocation of their expenditure similar to that followed in the case of the land forces."

This again is a very important matter in regard to which the Finance Department has not taken either a committee from this House into its confidence as to how it has evolved this detailed allocation and whether it would be in the interest of India or not:

"They also noted with satisfaction the fact that from the year under review it had been agreed that the cost of petrol", etc., "would be borne by His Majesty's Government", etc., etc.

Where His Majesty's Government came in as having agreed to pay for certain costs the Committee was satisfied or was helped to be satisfied by the Finance Department and—I daresay—by the Finance Member; but when it came to an expenditure of 80 crores of rupees it was put down to the account of India; and we have not been told either by this Committee or by Government how it was that all these new airfields that were being constructed in this country at this enormous cost of 80 crores of rupees were entirely in the interest of India and were not in the interest, to a very great extent, of either His Majesty's Government in England or of the U.S.A. who are also interested in carrying on defensive operations as well as war operations in this country. For these things I think it is proper that the Finance Department should be taken to task for its failure to take this House into its confidence at the proper time before coming to such very important decisions, costing as they do so many crores of rupees per annum.

Then coming to other points about audit, the Finance Department is expected and is supposed to be co-operating in every possible manner with the audit department in controlling these spending departments. But it has so happened that audit had to complain again and again that it had not been consulted at all when the Government of India, and specially the Finance Department, were taking decisions which were thoroughly unconstitutional, and in regard to which they were charged to consult and obtain the previous sanction of audit department. And they failed to obtain this previous sanction of the audit department.

The Honourable Sir Jeremy Raisman: What is the Honourable Member referring to? Will he give chapter and verse for that statement?

Prof. N. G. Ranga: I will ask my Honourable friend to refer to page 47. Administrative approval was needed before any particular works could be carried out but that was not obtained:

"The Auditor General pointed out that this relaxation of the normal rules and procedure had been authorised without any consultation with him."

It was probably done by the Finance Department:

"This not only involved a breach of constitutional propriety in that there were many kinds of relaxations which the Governor-General was not authorised to sanction without the concurrence of the Auditor General, but also had the result of creating friction and delay which could have been avoided if he had been informed of what was being done and if his consent had been taken. Not only had the Central Government relaxed regulations in this manner, but their example had been followed by some Provincial Governments, adding further to the confusion. The Committee appreciated the reasons for the relaxations and accepted them."

What else could the poor Committee do when they were making a *post-mortem* inquiry? They accepted them, I daresay, on the advice and guidance of the Finance Member:

"The Committee appreciated the reasons for the relaxations and accepted them, in the abnormal circumstances of the time, as adequate, but they nevertheless agreed entirely with the Auditor General that he should have been consulted before the relaxations were ordered."

Who was responsible for all this? The Finance Member and the Finance Department. That is why I say that something has gone wrong in the Finance Department. Ever since this war started the Finance Department seems to have been over-weighed with the additional responsibilities cast upon it; and what were those responsibilities? Only to gather more and more money from us all and place all that money at the disposal of the spending departments. These are the additional responsibilities and the additional privileges that have been placed on the Finance Department. I do not think the Finance Department, after the last war, had ever been in as happy a condition, so far as finances are concerned, as it has been ever since this present war started, because of the acumen as well as the resourcefulness of my Honourable friend Sir Jeremy Raisman. He raised this new bogey of inflation. He exploited it to the greatest possible extent, so much so that the London *Economist* had to say that India has come to have an unenviable reputation or notoriety for inflation,—reckless, meaningless and irresponsible inflation, if I may say so. With this inflation at his command he has been able to place funds at the disposal of the spending departments. The spending departments have been going on like happy Jacks, spending money as they like. Some of the Honourable Members have already given a few details. There was a case of bedsteads; each bedstead was offered by the Stores Department at Rs. 19 but the spending department was good enough to purchase them locally at Rs. 40 each, and so many lakhs of rupees were thereby lost. There were as many as twelve works which were undertaken and were being executed but yet there were not even ordinary formal documents executed by the concerned contractors. There were as many as ninety works and even more for which only oral agreements were supposed to have been executed. What they mean by 'oral agreement' we do not know. They were all brought to the notice of the Public Accounts Committee. The Committee castigated the spending departments but in a very very liberal-minded manner. But what was the Finance Department doing while all these things were going on?

Then there was the self-denial policy of Bengal. Once Bengal was made notorious by false accusations by interested historians but today poor Bengal is being accused not because of her own fault but because of the failure of the Finance Department here and the Finance Department in Bengal in regard to the self-denial policy. Money was spent and was wasted, poured into the Bay of Bengal and the Government of India comes and says 'we have been trying to satisfy His Majesty's Government about the various harsh standards that they are raising about the financial propriety in order to be able to get some money from out of them', not only in regard to the self-denial policy but in regard to the allowances being given to the evacuees also. There too the same relaxation or rather the absence of any sort of regulation from the Finance Department is to be noticed.

Then, Sir, I come to the question of supplies. There is the Supply Department—it is worse than a white elephant! It has become bloated not only in the number of jobs it has been able to give to a large number of people but also in a new 'zamindari system' which it has been able to create in this country.

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Bengal too at one time had the opportunity of enjoying this system—thanks to Lord Cornwallis. Now, thanks to my Honourable friends Sir Homi Mody, Sir Ramaswami Mudaliar and their ally Sir Jeremy Raisman, this new Zamindari system has come in here. But this is the capitalistic zamindari system: One contractor comes here to the Supply Department, sees a number of people, oils very well because there is no control for this oil although there is control for mobile oil as well as petrol, and signs a document. He does not however leave Delhi, he does not even know where things which he has to supply are obtainable, he does not even know to whom these things are to be supplied. He is like a typical absentee landlord of Bihar or of Bengal. (*A voice*: “or Madras.”). This contractor quietly manages to sell this contract in Delhi to some other gentleman. He is also a rich man and does not leave Delhi, the only difference is that the latter gentleman plies between Calcutta and Delhi whereas the other gentleman remains in Delhi itself. Then that man goes on selling it to some other person so much so that by the time the work comes to be properly executed, it is the tenth or twelfth—I do not know what degree—man. All these people go on getting their margin of profits and that is why someone was observing that he was not sure whether Delhi is an Indian city of Indians or whether it is the city of capitalistic zamindars of the Supply Department. There are not Indians alone, but there are our white friends also. The Supply Department does not seem to be making much distinction between the White and the Dark; they seem to be flirting with both; may be to a greater extent with the white people and to a lesser extent with the dark people. But nevertheless scandals there have been and my Honourable friend wants us to produce proofs. I once made this charge to Sir Homi Mody— even when I was not able to attend this House—and he said, “why don't you bring forward facts and figures”. I said, “This is your job, but I know there are thieves”. He replied, “I am helpless”. In the same way, Sir Ramaswami Mudaliar also may be saying, but certainly there are thieves. And who is responsible for these thieves? I say, it is the Finance Department and the Supply Department. It is the Government of India anyhow because if you start spending money on this colossal scale, there are bound to be thieves and thieves have got to be caught, and if you are having the Police Department for ordinary thieves you must have a special department for catching hold of these thieves. But, on the other hand, the Honourable Member may say “we have appointed a new tribunal, and it is the business of this tribunal to go into this matter, and so on”. But before you go to the tribunal itself; I want a non-official committee, an impartial committee—not a committee stuffed with the nominees of the Finance Member or anybody else but a committee of non-officials, preferably a committee of this House—to go into the manner in which this Finance Department is expected to control and is actually controlling or failing to control these various spending departments and how these various spending departments have been spending this money during the last four or five years since the outbreak of the war, so that it may be possible for us hereafter to go before the Public Accounts Committee and to assure them that the Finance Department can be trusted to control these various departments and to see that the money is not wasted and that the Audit Department is able to control the wastage of public funds.

I do not wish to go into the scandals of the military engineering department. I only wish to refer my Honourable friend to page 50 where a number of points are given—and with his approval, I dare say—and in addition to that, the Public Accounts Committee itself has asked the General Headquarters of the Military Department to tighten its control over the manner in which funds are being spent by its various officers. But this is not the first time that the Public Accounts Committee has had to make this sort of recommendation. The control of the Finance Department itself over the military department and defence forces has always been extremely weak, if I may say so, and it has become worse ever since the war began. The Government of India, less the Defence Department, seems to be thoroughly incompetent to control the military forces and their

expenditure, and after the outbreak of the war they have begun to trot out the argument—and a very spacious argument it is—that this is an emergency when you have to relax all your rules and give first precedence to the work to be achieved and not the money to be spent; whatever may be the cost you must go ahead with the work that is in hand. And with this all-embracing and all-excusing consideration, the Finance Department seems to have given up even the weak, inefficient, and inadequate control that it was exercising in an apologetic manner before the outbreak of the war, and seems to have given a *carte blanche* to the military department.

There is this newly created Air Force. What is the control that the Honourable the Finance Member is exercising over its expenditure? There were crores and crores being spent, contracts were concluded but orally. The works were executed. I do not know whether they have any officers to know whether these works were actually executed and to what extent money was dispersed.

Mr. Abdul Qaiyum (North-West Frontier Province: General): Orally!

Prof. N. G. Ranga: Even the Government did not know whether it had any more financial liabilities to be satisfied. Some details at least are given in this report. We do not know how many more have come to the notice of the Finance Department. If this is the way in which public funds are being wasted under the very authority of the Finance Department, then I can only say that this House has no confidence in the Finance Department as it is being run ever since the war began.

Therefore, I will request the Honourable the Finance Member to do a favour to himself as well as to this country before he gives up the seals of his office, and that is to agree to appoint an unofficial committee, not in order to further weaken the Finance Department but to suggest ways and means by which the Finance Department as well as the Audit Department can be further strengthened in their responsibility as well as their duty to control these various spending departments and to find out how these various spending departments can be brought under proper control of both the Government as well as this House.

Dr. Sir Zia Uddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): I first like to draw the attention to the remarks by one of the members of the Public Accounts Committee. He said that the time at their disposal was too short and they could not do justice to the work. I think this is a very important Committee and it is desirable that they should be given full opportunity to discharge their responsibilities in an efficient manner and to the satisfaction of their colleagues.

The second point which I should like to bring out is that one member had the evidence in his hands while it was not supplied to every member. One year—the Finance Member will remember—the House refused to consider the report of the Public Accounts Committee unless the second volume giving the evidence was supplied to the Members. Otherwise it was not possible to know the basis on which they had drawn their conclusions.

While reading the report I find that the report is very brief, it is intelligible only to those who were members and without the evidence it is not possible for us to understand and appreciate very clearly the inner meaning. Therefore, I hope that in future the evidence will be supplied to the Members of the Committee before we discuss their report on the floor of the House.

This report is for the year 1942-43 and therefore whatever discussion we had about Bengal to which attention was drawn by Mr. Chettiar, referred to the incidents in 1942. Persons who come from Bengal are better qualified to express their opinion about that unfortunate province but I have repeatedly said on the floor of the House that the Government of India to a certain extent is also responsible for the situation that arose in Calcutta and other places. I also said that it was due to the policy and various other factors on account of which the shortage of food arose. The other thing which was not mentioned explicitly this morning, but about which I drew the attention of the Assembly repeatedly, was this: after the loss of Burma the import of rice from that country and Rangoon stopped altogether and the Government

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did not take sufficient steps to grow more rice for the consumption of the people of Bengal. The people of Bengal cannot feed themselves on the food-stuffs which we grow in Upper India. I was told that *bajra* was sent to the people of Eastern Bengal. They did not know what to do with it and how to eat it. And people who sent *bajra* did not know that even in Upper India in cold weather we cannot eat *bajra*. It brings all kinds of diseases. It can only be digested in a certain manner. Therefore they exported *bajra* from Upper India to Eastern Bengal and thought they had absolved themselves of their responsibility. It is not the total quantity, it is also the quality of food-stuff which the people of Bengal like should be considered. They want fish and they want rice of a particular quality. Fish they were deprived of on account of certain action for which the people of Bengal were not responsible and they could not get the quality of rice they required. The Government of India did not take steps though the opportunities were present to get more rice of that quality. I repeatedly told them to grow some rice. We had the cultivable land in Assam. But no steps were taken to supply more rice for that province, and therefore it seems desirable that the Members of the Assembly should not absolve themselves of the responsibility which they have towards the provinces on account of the unfortunate circumstances that have come about, not on account of the mistake of Bengal Government but due to circumstances created by war conditions.

The next thing is the question of food grains shops in Railways. On page 17 it is said that the direct loss was Rs. 7.53 lakhs on account of the opening of supply shops in connection with the railways. This subject came up for discussion on the occasion of the Railway Budget last year. I objected that this is not a desirable form of giving assistance to the people. They can get food but the food is rather expensive. Instead of opening shops we should pay them in cash. You give them dearness allowance more liberally than you do otherwise. Therefore, it is desirable to consider that instead of opening shops and losing our money in the shops, it would be better if the same amount is given in the form of dearness allowance to those provinces and those railways where this is needed. Railway people can get their food all right because they have a wide area to draw from, but it is the money which is the consideration and I think it is desirable that they ought to be paid in cash and in the form of cheap food.

The other difficulty which we have experienced everywhere in India is that you are supposed to have opened these shops for the poor. But it is not they who are benefited but the middle-men. Whenever the shops are opened those who are responsible see that their friends and relatives and all those whom they want to oblige are benefited. The poor people are not taken into consideration for the supply of foodstuffs. You may give them ration cards but the value of those cards is not given to them. You do not get the same quality of wheat which is guaranteed by the card. The quality of the wheat is very different, and the quality of the flour supplied to them is very inferior. You assume that your responsibility is finished with the issue of ration cards and the payment of 7½ crores to grain shops in the year under review and they may probably have to pay much more in the current year on account of dearness allowance. Therefore I submit that the shops are quite unnecessary in the case of the Railways. These people can always manage to get food for themselves and they have greater facilities than other people and whatever assistance we want to give them we should give it in the shape of dearness allowance and not by opening shops. My friend may know and I have got with me letters received from Assam, in which complaints were made that all those people who are in charge of the shops belong to one particular community and persons belonging to other communities are not benefited by those shops. Let the railway staff be treated like other civilians and the assistance that is given to railway employees should be in the form of dearness allowance only and not by opening shops which create fresh problems.

The next point to which I would like to draw the attention particularly of my Honourable friend the Labour Member is about the enormous expenditure which we have made in connection with buildings in New Delhi and elsewhere. I quite understand that a building programme on a large scale due to war conditions was necessary. This cannot be denied. But there ought to be some kind of imagination. I understand that the P. W. D. has no imagination. I quite understand that it is not the business of the Labour Department to have imagination but my friend, Dr. Ambedkar, who is in charge of the Labour Department, has got plenty of imagination. Nobody can deny that. It was his business to see that there was some kind of thoughtful programme behind construction. Any person who had imagination would have seen in the year 1941 and 1942 what the needs of war were likely and what kind of building programme would be necessary. Therefore it was his business really to plan out the buildings that would be required and he ought to have advised the Government and the Department under his charge that the buildings should be constructed in a manner that they may not be demolished as soon as the war is over but may be utilised for other purposes in peace time. Now we have spent 20 crores on those buildings and we may need another 3 or 4 crores in order to demolish them after the war, because they have been constructed in a haphazard manner, in places where they ought not to have been constructed and they all look so bad and ugly. Therefore I think that some kind of plan ought to have been made. The proper sites should have been selected and buildings built according to plan, so that their lives may be about half a century. We have wasted enormous sums of money in the past but I hope the Government will be more far-sighted in the future and erect buildings where they are likely to stay and be durable, so that their lives would not end with the war but last a long time after, because we require a large number of buildings even after the war is over in connection with our post-war development programme. Therefore we ought to realise that it will be another waste of money if we demolish buildings at a particular place and replace it by some more durable buildings at some other place. This is not an easy possibility except under the influence of Alladin's Wonderful Lamp. Change of buildings in these days require a good deal of waste of money, which I think the Finance Member would not very easily allow but if he is compelled to do it, he will not do with pleasure. I think it is still time that some kind of a plan should be drawn up, buildings constructed according to design, so that it may not be necessary to demolish them after the war but they may continue to be useful even after the war.

The next point to which I should like to draw attention is mentioned on page 71 of the Report—the system of cent per cent payment. It is a thing which does not appeal to anybody and I think Prof. Ranga referred to it also. They say that sometimes cent per cent is necessary on account of the delay in obtaining the receipt. That is one point. But the other point of which we have got a number of cases is that articles were purchased for which cent per cent payment was made and the same articles were purchased in another transaction and again cent per cent payment was made and like that three times over payments have been made. Therefore I think the system of cent per cent payment which has been referred to ought to go. There ought to be regular receipt from the authorities who are going to use those particular articles before the full payment is made, though of course it may be desirable in certain cases to make cent per cent payment immediately but the chances of its misuse are much greater.

The next question that I would like to refer to is about Burma and the adjustment of accounts between Burma and India. It is a very important problem and we ought to consider this question not only from the business point of view but also from the humanitarian point of view. Now viewing it from the business point of view we realise that after all, the burden of this fight falls upon India and we will have to pay all the money. The responsibility is ours. As soon as the war is over I apprehend that the same thing which happened in the past may be repeated.

[Dr. Sir Zia Uddin Ahmad.]

Indians may be expelled from Burma, their properties may be confiscated and I do not know what else will happen. There is one point to which I would like to draw the attention of the Members of Government. We had a number of questions in the Assembly this morning. Indians are not allowed to settle down in any country outside India, their number is fixed, and restrictions of entry in foreign countries are imposed, whereas the people of other nationalities are allowed to come to India without any restriction or without any certificate and they can settle down here. We are not allowed to leave our country but others are allowed to come in without any restriction. Our population is increasing at the rate of 1.1 per cent. every year. So the population is increasing all the time and no exodus is permitted from India and an unlimited influx of foreigners allowed into India. What would be the economic position after some time? Looking at this question from the economic point of view and from the political point of view, I think our future is dark. After all when the population is increasing so rapidly it is the duty of the Government to provide some place where the excess population may move into and settle down. All the doors for exodus are closed and all the doors leading into are open. It is like a valve which allows flow from outside into inside and stops all flow outside and there is also an internal increase of population. The difficulty will become very serious after some time and, I am afraid, more so after this war and I think it is very desirable to find a solution.

Before I leave this point there is one other point, *viz.*, the humanitarian point of view. The Burmese evacuees who have come out to India and who are in Bengal under the charge of somebody are not very well treated. Their treatment from the financial and humanitarian points of view is very unsatisfactory. I understand a case is already pending in this connection: that may be from the financial point of view; but I would draw attention to the treatment accorded to these unfortunate people living there. When I was in Bengal I heard some stories about this matter, and any one who has any feeling for the poor and sufferers will be astounded when he hears how the people appointed by the Government of India as their guardians and custodians treated these unfortunate evacuees. I would certainly like to draw attention to this point on this occasion.

My friend, Prof. Ranga, has condemned the manner of giving the contracts. Attention has been drawn to this repeatedly on the floor of this House. We realise the war conditions and we are quite in sympathy with the efforts made to win the war; but corruption in supply freezes the enthusiasm of honest people; and it is very desirable that steps should be taken to stop such corruption, whether it is in the Supply Department or in the Food Department; the forms of contracts ought to be remedied. When we see that money is being wasted and instead of getting 16 annas worth for every rupee, we are only getting 8 or 10 annas worth and the remainder goes into the pockets of persons who get rich without doing any work whatever, our enthusiasm goes down. It is not fair to those who otherwise would take very great interest in the war efforts of the country.

The last thing I would like to say here is that this is the only occasion when we can review the working of the Government of India, and it is very desirable that we should be given the fullest information to enable us to grasp the situation as it is.

Before I sit down I would also like to add a few words in appreciation of the services rendered by the Auditor General. He is a man of very great reputation, and his sound financial knowledge has been of great asset. It is rather unfortunate that he is leaving India now, and the work he has done will always remain in the history of the finance of the country.

Mr. Lalchand Navalrai (Sind: Non-Muhammadan Rural): Sir, I wish to make a few remarks on this motion. The Public Accounts Committee, as it is today, does what is called a *post-mortem* examination. They go into certain things which have been done and the money paid out—it is very difficult to

get it back. The only duty the committee does is to draw attention to certain irregularities and defalcations, so that we might consider for the future if anything can be done. I say this, because I see that many things have been done with which the committee is not satisfied—they have said that money has been paid over and above the proper amounts and that contracts should have been given in a particular manner and documents should have been taken before contracts were completed and so on. But the question is, whether Government listens to this.

In the first place it has been complained that sufficient time is not given to the committee to consider the accounts and therefore they are handicapped. That has been said today in the House and members of the committee have been complaining about it. After all the accounts are very voluminous and there are several departments and the audit reports also have to be considered, and all this cannot possibly be done in a short time. I have been a former member of this committee and formerly a month used to be given for this committee to sit and consider the accounts. But now I am told that they get 12 to 15 days; and in addition, they sit only in the morning for three hours, whereas formerly we used to sit both in the morning and in the afternoon. If the Government on account of war work or other work have to attend to other duties, I dare say they should increase the time of this committee and give them sufficient time to consider all questions and make their remarks thorough and convincing. Now they sit for a short time and I do not think they can take up every question that they can otherwise do.

Next, with regard to the evidence, no doubt it is taken in the presence of the committee but after all it is the Members of this Assembly who are on that committee; and if they do not get the report of the evidence, there is no guarantee or assurance to find out whether that evidence has been correctly and properly recorded. This is an important matter because when the members find that the reports do not contain the proper and correct evidence that was given, when they come into this House they are the persons who can guide us and the other Members here to point out those points and tell us that these are the points that have not been correctly recorded.

[At this stage, Mr. President (the Honourable Sir Abdur Rahim) resumed the Chair.]

Further, the reports and record of the evidence is not being supplied to the House. That is a great mistake, I should say. I get up to speak and I want to make one or two points from the report placed before us. How can I be sure that what we have here is really supported by the evidence given in the committee? I have either to accept it or not to speak on it. Therefore it is very necessary that the evidence should be before us. Everybody knows that we used to get a record of the evidence. Now it is not supplied. I would like to know from the Honourable the Finance Member why it is that more time is not being given to the committee to make a thorough report and why the committee sits only for a short time during the day, and also why the evidence is kept away from us and is not brought before us for criticism and also for seeing whether the report is really based on it or not.

(It being Four of the Clock.)

Mr. President (The Honourable Sir Abdur Rahim): Order, order. Mr. A. C. Datta. Adjournment motion.

MOTION FOR ADJOURNMENT.

WITHDRAWAL BY GOVERNMENT OF INDIA OF ASSURANCE TO FEED CALCUTTA.

Mr. Akhil Chandra Datta (Chittagong and Rajshahi Divisions; Non-Muhammadan Rural): Sir, I am thankful to you for accepting my motion but after carefully considering the statement made by the Honourable the Food Member this morning I have decided not to move my motion. The two statements he made are:

“What we have done is not that we have divested ourselves of the responsibility of feeding Calcutta”

[Mr. Akhil Chandra Datta.]

---and---

"We continue to recognise the importance of Calcutta and when the time comes, should they be short of supplies, we will certainly come to their aid."

In view of these assurances, I do not move my motion and I want the leave of the House to withdraw it. I only hope, Sir, that, we shall have an opportunity of a comprehensive debate on the food situation later on in this Session.

The motion was, by leave of the Assembly, withdrawn.

REPORT OF THE PUBLIC ACCOUNTS COMMITTEE—*contd.*

Mr. President (The Honourable Sir Abdur Rahim): Mr. Lalchand Navalrai will now continue his speech.

Mr. Lalchand Navalrai: To continue my speech on the Public Accounts Committee report, I submit that the Honourable the Finance Member should tell us why the evidence is not being supplied to us. If the reason is that there is not sufficient paper with the Government or that there are not sufficient hands who can get that evidence printed and published, then that is a different question. But that is not the reason at all. If there are any handicaps in supplying us with the evidence, then why appoint this committee at all. If it is going to be appointed, it should be properly equipped and everything should be given to the committee to make a proper criticism, so that the Honourable Members in charge should in future prepare the reports in a particular manner which may be satisfactory to the House. I won't take any more time on this and I would like to wait for a reply on these two points.

Then, I come to certain other points in this report. I refer to page 53, para. 26. There are two questions that I want to raise. Para. 26 refers to certain contracts with regard to factories. Now, these contracts, according to this report, were given by a Chief Engineer. Now, the Chief Engineer was all in all with respect to these contracts. The procedure which should be followed, the way in which the tenders should be given and everything else was left to him. But there is another question. When these contracts are given, certain contractual documents are executed. Now, in regard to these two points, I wish to say that the thing has not been regularly done. With regard to the tenders, the Public Accounts Committee have stated that they were of opinion that it was a gross mistake that these contracts should have been given to certain individuals and not by means of a competitive tender. That is what the Committee say and they say that it should be done regularly in future but the matter is so plain. This is not a matter of a fair contract at all. What is the remedy? The contracts have been given not by competition but to certain individuals and in this way favouritism has been shown to one or two contractors. The reply given to the committee was that this work was of a specialised nature and therefore competitive tenders could not be called for. I myself cannot understand that at all. Is it the case that there are only one or two persons in India who are competent to do that specialised factory work and no others? There is no justification for that kind of argument at all and I am very glad that the Committee have pointed that out. This is a clear case of favouritism. Two men were called and they may be the pet men of the very giver of the contract who tells these men— I am not going to call for any persons to compete with you. Here are the contracts and you can take them. If this happens, then certainly the other contractors will have a grievance. They will ask—why should the contract be given to this man? If the evidence that had been given before the Committee were with me, I should have known the reasons why this contract was given to only two men. This shows the importance of the evidence being published for our use. If the evidence were with me, I should have found out why these men were favoured by the giver of the contract. I am now in the wilderness. I do not know to whom it was given and what remarks I should pass on my Honourable colleagues in this House. Therefore there is here what I would call a grave irregularity and for this a remedy should be found out

by the Honourable the Finance Member. How is he going to satisfy himself that these men were not favourites and were not above board?

I submit that this is not the only thing. The next irregularity is this. When a contract is given, a contractual document is actually executed. In this case no document has been executed until the contract was nearing completion, until it was nearly finished. Then, the contract was going to be taken. Now, is not that very grave? The reply given is that in the beginning a preliminary agreement had been taken and that was sufficient. Why, then, the document itself was necessary? I am certainly not satisfied that when a preliminary agreement has been taken, no document should be executed. The other reason given is that this was emergency work and it was of a nature that may have to be done on the schedule work. Therefore, the document was not executed. This is also an absolutely lame excuse. Why should the document be not executed? If there was an emergency work given to them, then a supplementary document could be executed. They would then be acting according to the rules of the Contract Act. Therefore, on these two points the Committee has pointed out that this was wrongly done and the authorities should have got the documents written from the very beginning and also that contracts should have been given on the basis of the highest tender. Therefore, I hope those Members who were on the Public Accounts Committee would give us much more light on matters such as these. I have taken up only one question with regard to the contracts and I need say no more.

Maulvi Muhammad Abdul Ghani (Tirhut Division: Muhammadan): Sir, it has been said by some of the Members that the time at the disposal of the Members of the Public Accounts Committee was inadequate. It is true no doubt but the Finance Department said that they were hard-pressed for work on account of the war. My opinion is that due to war Government have a tremendous amount of work to do, but having regard to the importance of the task placed before the Public Accounts Committee, it is necessary that adequate time should be given to it for the disposal of the business that is placed before it. The Committee had only one sitting per day which lasted for about three hours, and the number of days have been curtailed to about one-fourth or one-third. The other difficulty of the Committee is that sometimes reports concerning the audit are given to the members during the sittings of the Committee. Sometimes it so happens that the report is supplied to the Committee just in time. Besides, this Committee has to look into the various administration reports. But I find that the departmental administration reports are one year back of the audit reports. That is to say, the administration reports of various Departments are only supplied to the members of this Committee for the year relating to one year back. So, those reports are not of much use to the Members. During war time most of the Departments have ceased to publish their reports. So, that kind of facility is not available to the Members of the Public Accounts Committee.

As regards the supply of the evidence portion of the proceedings to the Members of this House, I may mention here that that portion of the proceedings is not even supplied to the members of the Public Accounts Committee. Generally, it so happens that after going through the various points raised before the Committee, the Members themselves forget those points when the Public Accounts Committee report is discussed here in the House and cannot meet the various grievances of the Honourable Members of this House. But I am in complete accord with the demand made by the Honourable Members for the supply of the evidence portion of the proceedings.

Sir, I would be failing in my duty if I do not appreciate, on the floor of the House, the fact that the Finance Department is always willing to help the Members of the Public Accounts Committee in the discussions of the various points raised by the Audit Department. I am particularly grateful to the Acting Finance Member who on the last occasion helped us much in disposing of the business before the Public Accounts Committee.

[Maulvi Muhammad Abdul Ghani]

Some complaints have been made about the irregularities committed by the Engineering Department. I am of opinion that the engineers, whether they serve under the Railways or any other Department of the Government of India, cannot be easily controlled. It is actually very difficult to get the better of them. Complaints have been made about the destruction of bridges in Bengal. I want to add to this that once the Audit Department made a note of missing buildings, i.e., buildings that were constructed for the Military. Some buildings were shown to have been constructed but they were actually missing from the register of buildings. This was the case that happened in pre-war days. As regards the irregularities committed by the Railway Department, I will only say that there is no consideration for money. Their unit is never less than a lakh of rupees. I have always said that railways are losing concerns.

As regards the inadequate number of hands in the Accounts Department to check and audit the accounts of the various departments, particularly in war times, the reason is this. I find that in the various Departments of the Government of India, such as the Food Department, the Supply Department, the Industries and Civil Supplies Department, graduates get a start from Rs. 200 and go up to Rs. 600. In the Accounts Department, the graduates get only a start of Rs. 65 or Rs. 75 which in these days of high prices is equivalent to Rs. 25. I hope the Finance Department will consider this question and sanction adequate pay for the Accounts Department also, the same as is prevalent in other Departments, so that competent hands can enter the Accounts Department. Every year the Public Accounts Committee makes some observations based on the audit report placed before it. These observations are placed before this House for final consideration. I am thankful to my Honourable friend Mr. Chettiar for initiating this year's debate and making it a lively and interesting one. The House shows it takes keen interest in this year's report. I will only say that whatever remarks and criticism that have been made by the Public Accounts Committee are embodied in the report and if the House accepts those recommendations of the Public Accounts Committee, then it is enough. It should be the duty of the various Departments concerned to take serious notice of those observations and recommendations and not to let off lightly the culprits and miscreants in their Departments. I am referring particularly to Railway Department. With these words, I support the motion for consideration of the Report and its amendment.

The Honourable Sir Jeremy Raisman: Sir, I endorse what was said a moment ago by the last speaker in regard to this debate on the Public Accounts Committee report for 1942-43. It is certainly a fact that this has been a much more lively debate than we have had for several years. In fact, it has been my melancholy experience now for some years past to have found it exceedingly difficult to get this House even to have a debate at all. I usually have to make several attempts to get the item on the agenda or to get it debated when it is on the agenda. So, I too am grateful to my Honourable friend, Mr. Avinashilingam Chettiar, for having stimulated or revived the practice of taking some interest in the Public Accounts, even though they be the accounts of the year before last. Several Honourable Members have deplored the *post-mortem* character of the report, but I have yet to understand how you can have a *pre mortem* report as to speak on the accounts of a year which is not yet completed or perhaps has not yet begun. The essence of the business of the Public Accounts Committee is to go through the accounts of the year which is completed and in fact, it is not until some time after the end of the year, that it is possible to get together sufficient material to go through the accounts in any useful way. Now, Sir, I am handicapped by the fact that I did not myself preside at the deliberations of the Committee which dealt with the accounts of this particular year, owing to my absence from India. The Chairman was Sir Cyril Jones who was acting on my behalf. But I will deal to the best of my knowledge with a few points.

First of all I should like to deal with the complaints of the Honourable Members of the Committee about the time allowed to them and the method of their

work. I remember that some three or four years ago at a meeting of the Committee I explained to them that in the circumstances of the war, it would not be possible either for myself or for important officers in my Department or of other Departments to sit continuously for three weeks as had been the custom—not I may say two or three months as the lively imagination of my Honourable friend Mr. Muhammad Azhar Ali has conjured up. Heaven forbid that we should ever spend two months on the accounts of the year before last—when I explained to them that in any case in war time, it would not be possible to spend two weeks on this dead horse. We were at that time preoccupied with a few details like the advance of the Japanese to our Frontier and so on and when I suggested that the Committee should assist the executive by shortening somewhat these proceedings, it was then decided that the Committee would only sit in the mornings and that they would endeavour to expedite their business. I believe it now only takes about 2½ weeks. I submit that in times such as these, that in itself is a very heavy burden on the time of the Finance Member and the Officers of the Departments. Moreover it has not always been easy to get the Members of the Committee to agree as to what month of the year they would choose to go through this process. I have had some uncomfortable experiences with extracting the greatest common measure of agreement from Honourable Members as to when they would like to sit and when they would finish this business. So that, I suggest there are difficulties on the side of the Government as well as of the Committee. I do not wish to underrate the importance of this work, but at the same time there are several current duties relating to the future or the present which must be given some priority. And that is one thing. The other thing is about the time which is given for the examination of witnesses of each department. I admit that that also has had to be shortened. It used to be the practice in the Committee to ask a large number of questions of current interest from the witnesses about what they were doing now and what they were going to do next year, and so on, and at the end to ask one or two cursory questions about what they did in the year for which the accounts were being examined. I thought that when the time was cut short the Committee would be compelled to confine its attention to questions relating to the accounts of the year which were being examined; and my experience has been that the opposite has happened, and that what has been cut out is questions relating to the accounts of the year and what remains is an interesting conversation about current matters of the department and what they are going to do in the future. So that does not suggest that the time allowed for the examination of witnesses is inadequate. In my experience, if the Committee will only confine itself to its strict duties,—which I admit may be somewhat dull,—they will find that the time at their disposal is not inadequate. I should like at this point to pay a tribute to the memory of the late Mr. Satyamurti who was an exceedingly industrious member of this Committee it was his practice to come to the Committee thoroughly prepared and having mastered the contents of all the papers and reports which had been put before him. He had notes; he knew exactly what he was going to ask the witnesses; he pursued points of importance, and in general his influence on the proceedings of the Committee was extremely salutary. As Chairman of that Committee I found his presence extremely valuable. He gave point to the whole proceedings. He was, as I say, strictly businesslike, and there was very little time wasted. The difficulty is that unless the members of the Committee are prepared to do quite a lot of work outside the hours which are set apart for the taking of the evidence, unless they bestir themselves and master the subject, it is extremely difficult to cover the ground in the time allotted; and it makes it also a very strenuous matter for the Chairman.

Now, Sir, another point to which several speakers have referred is the record of the evidence. Some years ago it was decided that it was quite impossible to produce a verbatim account of the evidence taken in the Public Accounts Committee. Every member of this House who has had any experience of the Committee will realise that quite naturally there is a good deal of informal exchange which takes place very rapidly across the table; and in practice the

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reporters have found it exceedingly difficult to get a true verbatim account. The best that we have been able to do is to get some sort of an approximate account which has to be edited by the Secretary of the Committee, and it does in general represent the tenor of what took place in the Committee. It is not a verbatim or in any sense a sacrosanct account of the actual words used in the Committee. We used to print up this summary of the evidence until some years ago when the paper shortage became acute. Then, having regard to the fact that this summary was in any case not of a high degree of authenticity, and also having regard to the difficulties about paper, it was put to the Committee that it should not be printed up at all; and the Committee agreed with that, and we now have a typewritten or cyclostyled version, a copy of which is placed in the Library of the House, and I believe Members who wish can also obtain a copy. I think, Sir that in the difficulties of the present time that really meets the needs of the situation. My Honourable friend Mr. Lalchand Navalrai said that he did not see how Members of this House could be satisfied that the report represented what actually took place in the Committee. Well, Sir, I do suggest that it is hardly necessary for Members of this House to go to the trouble of verifying that. The report is signed by the Members of the Committee themselves and they are surely capable of seeing for themselves that the report does represent conclusions at which they arrived as a result of the actual proceedings; and it is not necessary to attempt to relate the report or collate it with the record of the evidence and of the discussions.

Now, Sir, coming to the motion I should like to say that I have no quarrel with Mr. Chettiar's amendment. I always understood that the object of this debate was that whatever irregularities were brought to light as a result of the Committee's report, steps should be taken immediately to put an end to those irregularities; and I am not disposed to dispute the statement that grave irregularities have been observed in the expenditure of large amounts in war publicity and other matters. In these respects I find myself entirely at one with most of the speakers. I do not say that I would use the same language as they have done; but broadly speaking, the position of my department and of myself as Finance Member is that I strongly deprecate and object to these irregularities in the expenditure of public monies, that I resent any attempts to minimise them or to award inadequate penalties for breaches of rules and principles and that I welcome the interest of this House, and I am prepared entirely to accept the views of this House in regard to the extreme desirability of taking adequate action. It is not my business, I do not conceive it to be my business, to defend the spending departments or rather those authorities under the control of the spending departments who have either abused or neglected their duties and whose conduct has been brought to notice by audit and has been condemned by the Public Accounts Committee. This report is signed by the Chairman as well as all the other members and, as my Honourable friend Maulvi Abdul Ghani pointed out, the Finance Department and the Chairman have a great deal to do with the writing of this report and with assisting the Committee to come to conclusions on the matters brought before it and to formulate and record those conclusions in appropriate language. It is true that the draft report is of course considered by the Committee and there may sometimes be some difference of opinion as to the exact shade of condemnation which should be expressed. But, generally speaking, the position is that the Chairman and the Finance Department are at one with the Committee in desiring to castigate these irregularities and to endeavour to deter officers of the spending departments from similar deficiencies in future.

Maulvi Muhammad Abdul Ghani: I have only said that the Finance Department is out to help the members of the Public Accounts Committee.

The Honourable Sir Jeremy Raisman: Exactly, but I was pointing out that in this whole matter the attitude of the Finance Department is very much the same as the attitude of the Committee and of the Legislature. It is our object to see that these things do not take place and we welcome any reinforcement

of the position which we ourselves have to adopt *vis-a-vis* the spending departments. It is of course not possible for this House to see what goes on in the files of the Government of India but many of the battles which are fought in the Committee have previously been fought by the Finance Department within the precincts of the Secretariat. When I say that, I must, at the same time, remind the House that we are dealing with the accounts of the year 1942-43. We are, thank God, now in a position in which it is quite difficult to visualize the state of mind in which we were in the twelve months from April the 1st, 1942 to March the 31st, 1943. It is quite difficult for any Member of this House to put himself back in the atmosphere of that period. It is amazing with what rapidity the most striking and alarming experiences slip into history and become affairs of retrospect and of memory; it is extraordinary how quickly they sink below the surface of consciousness. If anybody had said in the course of those months, in the course of that year, that it was of the foremost importance that all the rules of public accounting should be carefully observed by everybody concerned, quite a lot of people would have thought that the individual who made that statement was qualifying for the lunatic asylum because in the general state of public apprehension of that time, the observance of matters of this kind was probably the last thing that anybody would think about. Now that does not absolve officials or authorities from the necessity of doing their duty to the best of their ability. It is true that the circumstances were highly abnormal and we have to remember too that there was not merely what I might call a qualitative deterioration in the situation, but also the quantity of the work, the functions and the duties that fell to Government officers in that time in places like Bengal were such that the ordinary administration was completely overwhelmed by them. It is one thing to be overwhelmed by a situation which you are not equipped to deal with, but it is another thing to exploit that situation in a *mala fide* manner, to falsify accounts or to misappropriate public funds; and where that occurred it does not seem to me to matter whether the enemy were fifty yards away or five-hundred miles away. In circumstances such as those, I have no doubt that punishment must be awarded and that offences must be most severely dealt with.

I have not with me the final reports on many of the matters to which Honourable Members of this House have drawn attention. Those reports will not be complete. They will probably be put before the Public Accounts Committee when it next sits in the course of the forthcoming months and I am not in a position even now to give answers to this House about such questions as the unsatisfactory accounts in the case of Bengal and various other lacunae of which the Auditor General has rightly complained. I have no doubt, however, that reports will be forthcoming. How satisfactory they will be, I cannot now foretell but these matters will continue to be pursued by the Committee until reports have been presented and until they can make their own final observations upon them. I do not think it would be any advantage for me to attempt to anticipate those conclusions. I am of course in a difficult position in dealing with matters where other Governments have acted as agents of the Government of India. Until the facts have been completely reported and until the Auditor General is in a position to comment on those facts, it is premature for me to give my final opinion on the adequacy or otherwise of the action taken by Provincial Governments. *Prima facie* of course the situation, in many respects is highly unsatisfactory but it may be too early to jump to the conclusion that there has been *mala fide* misappropriation or anything of that kind until we have full reports.

Now, Sir, my Honourable friend, Prof. Ranga, proceeding no doubt on the principle of 'sack the lot' decided that I, and my department, should also stand in the dock along with all the others. Well, I have no objection if that is what he wishes to do. I would only suggest that it may be a bad principle to condemn lock, stock and barrel the whole machinery including the only machinery which is capable of bringing to your notice the matters in which you are interested. I might as well say to Prof. Ranga, what about you? What about your share of responsibility? I find that there is some point about that, because

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he says that certain matters were not brought before the Legislature when in fact they were brought before the Legislature but my Honourable friend was not here. I am glad to see that my Honourable friend, Prof. Ranga, is now here

Prof. N. G. Ranga: With apologies.

The Honourable Sir Jeremy Raisman: if we are sacking the lot, if everybody is to blame including not only the spending departments, but the Finance Department and Audit, then what about my Honourable friend, Prof. Ranga, who did not so order his affairs that he was present in his seat at times when these matters came before this House. He omitted to be present at times when matters of considerable importance, which are mentioned in this Public Accounts Committee's Report, were discussed in this House, not retrospectively but prospectively, when he might have given us the benefit of his valuable advice and assisted and guided us in the proper channels so that I should not have incurred the odium of being guilty, along with everybody else, of irregularities which have been reported by the Committee. I suggest to Prof. Ranga that he can have it one way or the other. If he wishes to damn everybody, bell book and candle, then he must be prepared for the kind of report that will be brought to his notice. I suggest to him—on the principle of having at least one chowkidar or somebody on his side—that unless he can at least enlist the services of one Department of the Government which is attempting to control expenditure, then he might as well give up the uneven struggle, because he will neither hear of these things nor will he be in any position to deal with them. My Honourable friend, Prof. Ranga, has realised that the Audit Department will not be able to do its work adequately unless it can be strengthened in numbers, and I understand that he appreciates to some extent the reasons why the Audit Department during recent years has not been able to be strengthened in numbers.

Now, what is the position of the Finance Department? The Finance Department in its endeavours to locate its watchmen wherever they could be of most value in controlling expenditure has split itself up into fractions and is left with, I regret to say, a very inadequate central body with which to deal with this highly important function. It is quite true that the Finance Department has been unable to prevent quite a number of these irregularities. If that means that the Finance Department deserves to be condemned then I must accept the condemnation. At the same time I must point out that the Finance Department is quite unable, not having any of the attributes of the deity, or many of them shall I say, to be present in all places at the same time, and it also unfortunately suffers from the handicap of not being possessed of omniscience. So there is quite a lot of things which happen of which the Finance Department does not know till after they have happened and which curiously enough my friend, Prof. Ranga, does not know until some time after they have happened. My Honourable friend, Prof. Ranga, did not know of many things that were happening whilst he was a Member of this House. That may or may not have been his fault. But the Finance Department certainly is not possessed of omniscience and quite a lot of things have happened which it was unable to prevent because it did not know. It did not know that a certain officer was buying beds. He had the power to do so under the ordinary rules. It did not know whether he was paying more than he should have done. It did not know whether the specification of the beds was higher than it need have been. The Finance Department only came to know of these things many months and possibly more than a year afterwards, so that all that we can do is to deal with this—as somebody said—decomposed body, by way of *post-mortem* sometime afterwards. What we endeavour to do is to take up these matters and try to prevent them happening again.

Mr. T. S. Avinashilingam Chettiar: The question is what did you do with that man who did all these things.

The Honourable Sir Jeremy Raisman: I cannot at this moment say what happened to the individual in question. I dare say this matter is still under consideration.

Prof. N. G. Ranga: Goes on like that!

The Honourable Sir Jeremy Raisman: What I mean to say is that the question of the appropriate action to be taken against him is probably still being agitated between the Finance and War Departments and possibly that is so.

Prof. N. G. Ranga: And it goes on till Doomsday! That is the trouble.

The Honourable Sir Jeremy Raisman: It may go on for some time but still justice often follows behind.

Mr. T. S. Avinashlingam Chettiar: Let us hope so!

The Honourable Sir Jeremy Raisman: I do not wish to take up further the time of this House. It is not my business, I do not conceive it to be my business to be so to speak Counsel for the Defence in this matter. That is not my conception of the position of the Finance Department in relation to this Report.

There is one thing which I should like to do before I sit down and that is to endorse the remarks which have been made from several quarters in this House regarding the Auditor-General, Sir Cameron Badenoch, who will be shortly retiring from his office. He has been a bulwark of strength to the administration. He is an officer of great independence and his value to the Public Accounts Committee has been tremendous, as I have no doubt every member of that Committee will attest. I think it is right that this House should recognise the very valuable services which Sir Cameron Badenoch has rendered to India and to this House.

In regard to the amendment, I have already indicated that I should have no objection if that is added to the resolution before the House.

Mr. President (The Honourable Sir Abdur Rahim): The motion before the House is:

"That the Report of the Public Accounts Committee on the Accounts of 1942-43 be taken into consideration."

The amendment to this is:

"That after the words 'taken into consideration' the following be added:

'and having considered it, the House is of opinion that as grave irregularities have been observed in expenditure of large amounts in war publicity and other matters, steps should be taken immediately to put down these irregularities'."

The question is:

"That after the words 'taken into consideration' the following be added:

'and having considered it, the House is of opinion that as grave irregularities have been observed in expenditure of large amounts in war publicity and other matters, steps should be taken immediately to put down these irregularities'."

The motion was adopted.

The Assembly then adjourned till Eleven of the Clock on Friday, the 9th February, 1945.