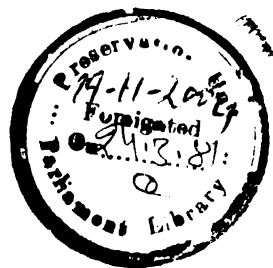


Monday, 27th February, 1928

THE  
**COUNCIL OF STATE DEBATES**  
(OFFICIAL REPORT)  
**VOLUME I, 1928**

*(1st February 1928 to 22nd March 1928)*

**FOURTH SESSION**  
OF THE  
**SECOND COUNCIL OF STATE, 1928**



CALCUTTA : GOVERNMENT OF INDIA  
CENTRAL PUBLICATION BRANCH  
1928

**Tuesday, 14th February, 1928—**

Indian Securities (Amendment) Bill—Introduced	...	103
Chittagong Port (Amendment) Bill—Referred to Select Committee	...	103-05

**Wednesday, 15th February, 1928—**

Resolution <i>re</i> Unemployment of the educated and other middle classes—Negatived	...	107-25
Resolution <i>re</i> Eligibility of High Court Pleaders for the office of Chief Justice of a High Court—Withdrawn	...	125-28

**Thursday, 16th February, 1928—**

Burma Salt (Amendment) Bill—Passed	...	129-30
Statement of Business	...	130-31

**Monday, 20th February, 1928—**

Member Sworn	...	133
Questions and Answers	...	133-39
The Railway Budget for 1928-29	...	139-47

**Tuesday, 21st February, 1928—**

Bill passed by the Legislative Assembly laid on the Table	...	149
Election of a Panel for the Standing Committee on Emigration	...	149
Indian Securities (Amendment) Bill—Passed	...	150

**Wednesday, 22nd February, 1928—**

Bill passed by the Legislative Assembly laid on the Table	...	151
Resolution <i>re</i> the Statutory Commission—Adopted, as amended	...	151-213
Unveiling of the portrait of Lord Reading	...	184

**Thursday, 23rd February, 1928—**

General Discussion of the Railway Budget	...	215-244
Election of a Panel for the Standing Committee on Emigration	...	244
Statement of Business	...	245

**Monday, 27th February, 1928—**

Member Sworn	...	247
Questions and Answers	...	247-48
Election of a Panel for the Standing Committee on Emigration	...	248
Resolution <i>re</i> Establishment of a Central College of Railway Engineering—Negatived	...	248-60
Chittagong Port (Amendment) Bill—Presentation of the Report of the Select Committee	...	261

**Wednesday, 29th February, 1928—**

Questions and Answers	...	263-69
The Budget for 1928-29	...	269-76
Statement of Business	...	277

# COUNCIL OF STATE.

*Monday, 27th February, 1928.*

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

## MEMBER SWORN.

The Honourable Major-General Thomas Henry Symons, C.S.I., O.B.E., K.H.S., I.M.S. (Director General, Indian Medical Service).

## QUESTIONS AND ANSWERS.

### CONSTITUTION OF ARCHÆOLOGICAL DEPARTMENT IN CENTRAL PROVINCES, BERAR AND CENTRAL INDIA.

68. THE HONOURABLE MR. G. S. KHAPARDE: (a) Have the Archæological Department a separate circle or sub-circle for work in the Central Provinces, Berar and Central India?

(b) If not, why not?

(c) If not, have Government considered the advisability of opening such a circle?

THE HONOURABLE KHAN BAHADUR SIR MUHAMMAD HABIBULLAH: (a). No. The Central Provinces and Berar are included in the Central Circle, while Central India is under the direct control of the Director General, who has an Assistant Superintendent to help him with the work of this area.

(b) and (c). There is no need to create a separate Circle. Existing arrangements are satisfactory, and there is no reason to disturb them.

### RECRUITMENT TO THE ARCHÆOLOGICAL DEPARTMENT.

69. THE HONOURABLE MR. G. S. KHAPARDE: (a) What qualifications are required of recruits to the Archæological Department?

(b) What percentage of officers in the Department possess such qualifications?

(c) Do Government propose to increase this percentage?

(d) To what extent are Indians recruited?

THE HONOURABLE KHAN BAHADUR SIR MUHAMMAD HABIBULLAH: (a). The qualifications vary with the Branch of the Department to which a recruit is to be posted. Candidates have to be qualified in one or more of the following subjects, architecture, Indian languages and history, prehistoric

antiquities and excavation, epigraphy (with history), museum work, or chemistry, but the greater the number of these subjects in which a candidate is qualified the more likely he is to secure appointment.

(b). Every officer of the Department is qualified in his own particular line.

(c). Does not arise.

(d). To the greatest possible extent 72 per cent of the officers at present in the Department are Indians.

#### GRANT OF SCHOLARSHIPS TO INDIAN STUDENTS FOR ARCHÆOLOGICAL TRAINING IN EUROPE.

70. THE HONOURABLE MR. G. S. KHAPARDE : (a) Are there any institutions in Europe where Archæology can be studied and a scientific training obtained in excavation and other work ?

(b) If so, do Government assist students by scholarships to be trained there?

(c) Have Government considered the advisability of recruiting persons trained in such institutions ?

THE HONOURABLE KHAN BAHADUR SIR MUHAMMAD HABIBULLAH :

(a). Yes.

(b). No.

(c). Yes ; but their policy is, wherever practicable, to recruit Indians trained in India or in the Archæological Department itself.

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#### ELECTION OF A PANEL FOR THE STANDING COMMITTEE ON EMIGRATION.

THE HONOURABLE THE PRESIDENT : To fill the two remaining vacancies in the Panel for the Standing Committee on Emigration, the Honourable Srijut Lokenath Mukherjee and the Honourable Rai Bahadur Lala Ram Saran Das have been nominated.

I have pleasure in declaring those Honourable Members to be duly elected to the Panel.

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#### RESOLUTION *RE* ESTABLISHMENT OF A CENTRAL COLLEGE OF RAILWAY ENGINEERING.

THE HONOURABLE MR. P. C. DESIKA CHARI (Burma : General) : Sir, I move the Resolution that stands in my name, and which reads as follows :

" This Council recommends to the Governor General in Council to establish a Central College of Railway Engineering in India with a view to stop recruitment of non-Indians altogether and to train and recruit in India all officers of the Mechanical Engineering and Transportation Services of the superior establishment of the Indian Railways."

This subject has been engaging the attention of the Government and the Legislatures ever since the reform of the constitution came into being. I find that a Resolution was tabled and passed in the Legislative Assembly

on the 11th February 1922, relating to the training and recruitment of the gazetted, as well as the subordinate establishment, of all the branches of railways. As a result of this Resolution a special officer, Mr. H. L. Cole, was appointed to make inquiries and to bring out a scheme for training in all the branches, not only for the superior officers but also for the subordinate ranks. After Mr. Cole made his report, the report was discussed in very great detail, we are told, in the Central Advisory Committee a number of times, but the result of the discussion could not be published, because the matter had to be referred to the Secretary of State on a minor point, that is, as regards the method of training to be given to people sent out from England or to men who were recruited in England for employment in India. My friend, the Honourable Lala Ram Saran Das, moved a Resolution in 1928 in the Delhi Session for guaranteeing a certain number of appointments to students who passed out from the MacLagan College of Engineering and similar institutions in India, and in the course of that debate Mr. Chadwick (now Sir David Chadwick) on behalf of Government explained the position of Government. Sir, I find the object of the Government, and the way they propose to do the work in question were explained to the Council in great detail, and I would refer to the particular wording in the paragraph at page 432 of the Council of State Debates for the 8th March :

"Therefore it is fair neither to the country nor to those Indians who may be brought directly into the superior services that they should be inferior in any way in training or qualification to those who are imported from abroad. The point I wish to put to the Council is this. Any scheme devised for the recruitment of Indians to the superior services of the Railways should aim at getting the best that India can give and at ensuring that any supplementary training that may be necessary is of the best character possible. Nothing less than that will suffice and with nothing less should the Council be satisfied."

I agree with this object and have tabled this present Resolution with a view to carry out this object.

Sir, I shall now come to Mr. Cole's report though Mr. Cole, I think, is very fair in dealing with the subject in its various aspects, he practically summarily rejected the idea of a Central College of Engineering. He says at page 8 of his report, in paragraph 32 :

"The idea of such an institution (that is, a Central College) is very attractive. It would certainly assure the railways of a steady supply of well-trained and physically fit men for officers of all departments. It would bring together students from all parts of India, to their mutual advantage, and it would no doubt produce a very fine service of railway officers with a well-developed *esprit de corps*. It would serve not only as a splendid training ground for prospective officers, but as a central railway research station. It is altogether from the point of view of the future officer establishment of Indian Railways a very attractive idea."

Though he stated those advantages, he was against the establishment of a central college of railway engineering. He framed two questions and answered them both in the negative without giving sufficient data on which he had arrived at those answers. Those questions were : "Is another college necessary?" Thereby he means "Is any college necessary in addition to the existing colleges?" The second question was "Can we afford it at the present moment?" As regards the question of cost, I will deal with it a little later, because I can deal with it only in a perfunctory manner with the limited knowledge I command. But as regards the first question I shall try to meet his objection from the materials contained in his own report. His first objection seems to be that we ought to tap a variety of sources for the supply of men for the railway service. I think far from being an objection, this ought to be a ground on which we could urge the institution of a college like the one

[Mr. Desika Chari.]

I propose, because it is only a central institution like this that will attract all the varieties of supply from all the provinces; and in that respect that objection falls to the ground.

The second objection is that the Government are making only a small number of appointments annually. Sir, in the report he considered only the question of employment in the State Railways; and after that report more Company-managed Railways have come under State control and within the next few months the Burma Railways also will come under State control; and then also after the report was written, a large number of schemes of railway construction have been put into effect and they are pushing ahead an ambitious programme of railway construction. I believe that for many years to come this will be the policy pursued. That being the case, there will be a necessity for recruiting a large number of officers in the future. So, I think the reasons which weighed with Mr. Cole on the ground that there would be only a few appointments every year have now gone and the present time is ripe for urging the establishment of a central college of railway engineering.

The third objection which he takes is this: we must make the utmost use of the existing institutions. But from his own report I find that, though the various institutions in India taken collectively give a very good scope for a student to get a good grounding in his chosen profession, it is not true with reference to any particular institution. In other words, it means unless a student goes to a dozen institutions to get the necessary training he cannot be trained properly. You are asking the student to do an impossible thing and you are thereby depriving him of having the necessary means which he could be provided with in a central college. There are also two main defects which he notices in the present conditions and they are very serious defects which stand in the way of training officers for the superior and subordinate establishment. There is the lack of certain heavy research and testing plants which are available in Japan and in Europe. If this plant is necessary to give a proper training to our men, it naturally follows that you cannot provide this plant, which requires a large outlay, in all the places and try to improve all the institutions. It is better to start a central college with the necessary plant to give the necessary training, and then in a large country like India, unless you have such a plant in a central place, people cannot take full advantage of it. In this connection I cannot refrain from making a passing remark about the necessity of a central technological institute on up-to-date lines. If you provide the necessary testing and research plant for research work, it may serve as a nucleus for a sister institution like the central technological institute. My friend, Mr. G. A. Natesan, the other day referred to it; that is a matter in which we are all deeply interested and I expect him to deal with it at length. So I do not propose to pursue the matter any further beyond mentioning it.

Then, there is the other great defect according to Mr. Cole in the present institutions. As he puts it, there is no special course of training in any college in railway economics, railway history and organization, railways in relation to the State and in railway law; and in fact there is no college which can train people for the traffic department. That is a defect which ought to be remedied and he incidentally refers to the Sydenham College of Commerce and Economics in Bombay, and he thinks it may be possible to improve it on those lines so far as the transportation officers are concerned. But my answer to that is supplied by Mr. Cole himself in another portion of his report where he says that a railway officer should not be content with having a sort of

training in engineering of some sort or other or in transportation. As an officer he has to have a fair knowledge of the operations and requirements of the other branches of the railways before he can become an efficient railway man ; and he cannot claim to be an efficient railway man unless his training in a special department is coupled with some sort of knowledge of the operations and working of other branches also. This sort of training you cannot obtain unless you have a training in all the branches in one place so that it may be possible for students to specialise in one department, say, engineering, and to get trained in traffic and other branches as well. To achieve this object it will not do merely to improve a college like the Sydenham College of Commerce or the other institutions scattered all over the country.

Again, in the case of the Locomotive and Wagon Departments, there is absolutely no facility at all where a student can be properly trained to become a locomotive officer ; and unless you have got a proper institution where you can have the required practical and technical training in engineering, you cannot produce candidates who have a sufficient knowledge of the mechanical portion of it. In addition, a railway officer should know how to handle his men. That is also a most important thing, and if you want to have all these, you must have a proper workshop where locomotives can be produced close to the Central College. Now that the question of reorganisation of railway workshops is under consideration, I think the time is opportune to have a locomotive workshop in some central place where you can also locate this college of engineering, and an institution of that kind can serve the double purpose of producing locomotives and effecting all necessary repairs thereto and also give a sufficiently practical training to the standard which is required for locomotive officers. It will also give them facilities for understanding how to handle a mass of workmen. You may say that the various centres of Railway provide opportunities for giving this practical training, but it is admitted in Mr. Cole's report that it is not desirable to interrupt the work which is in progress in the workshops with a view to give instruction to students in all these various centres. In a central place it is quite possible to have a highly trained staff of instructors and demonstrators to give the necessary instruction by practical demonstrations and experiments while the work in the workshop may be going on for productive or for trade purposes. Now, Sir, if all these things are to be done, you cannot provide a workshop of this character in each of those places where engineering institutions already exist, because they are scattered over different places. I think the time has arrived to start a Central College of Engineering with the necessary research plant and the necessary workshop without further delay since there is a demand for trained people in the various departments of the Railways.

There is another advantage which a Central College of Engineering will give if it is close to a railway centre and if it has got the necessary workshop and plant attached to it, because there will be facility for training not only these men for superior services but also for training people for the subordinate services who will learn the work side by side, and who will understand each other better.

There is also a further advantage of railway officers knowing the various classes of employees, their method of work and how to handle them. That is a very great advantage for a railway officer to have, and as Mr. Cole points out, even the British system is defective in this particular, and if you want to start an up-to-date institution, why not start with all this experience before us ?

[Mr. Desika Chari.]

Then, Sir, I come to the question of sending men abroad for training or of taking men from England or other places for railway services. I find at page 11 of Mr. Cole's report that he doubts whether the training which a student can get in England would serve the purpose in India. This is how he puts it : "The student from India, therefore, may get a good experience of some sort in Great Britain, but it is difficult to guarantee that it will be the most serviceable sort of experience, taken all round, for his future career in India." And he gives a reason for it. This is what he says : " Yet extremely few have the opportunity of obtaining any such experience as an integral part of their training, and it is undoubtedly the case that a large proportion of young men finish their period of training in Great Britain (and doubtless elsewhere) with a firm conviction, which it takes years of experience to modify, that a particular method of working which they have learned on the Great Middleton Railway or in John Robinson and Smith's Engineering Works, is necessarily the best method to adopt on the Trans-Siberian or the Darjeeling Himalayan or the Great Central of Peru ". So, Mr. Cole says that a person by being trained in a particular place somehow gets the conviction that the training he has received is the best method and he tries to adapt it to other conditions in India and that it takes a long time to alter that sort of conviction and take a proper view of things suited to particular conditions in India. Therefore in that respect it does more harm than good to send people abroad and bring them up to work under different conditions. He also thinks that it is not desirable to send people abroad, because in any scheme it is necessary that we should have an organization in the country itself so that you may train people with reference to the peculiar conditions of the country.

Then, Sir, as regards the method of recruitment, he admits at page 58, though with some reluctance,—this is what he says : " Nevertheless Indians are not wholly unrepresented in the Upper Subordinate grades of the mechanical departments of the State Railways and the fact that such men can be found, rare though they may be at present, affords in itself grounds for the hope that the general level may yet be raised to provide a wider and sufficiently good recruiting ground for the selection of chargemen and upwards ". India can easily provide a large field of recruitment for educated Indians, and it is recognised that, though they have not had a sufficient training in locomotives and other things, they have proved that they are capable of adjusting themselves and that they are sharp in picking up new things if they are taught properly. Therefore, the only question is to have a fully equipped institution where they can get both theoretical as well as practical training.

There are also some further incidental advantages to be obtained by having a Central College. Because it is not intended to close the avenue for superior services for people of outstanding merit or for promising men in the subordinate rank, the Central College may provide short courses of study and effective training to these subordinate people.

Then there is the question of literary apprentices. At present they get only practical training, and they cannot aspire to places beyond those corresponding to maistries. So if these literary apprentices are given training in these institutions, they will be able to get that amount of academical and practical knowledge in engineering and in other branches as would fit them in the long run by promotion to superior grades of service.

There is also one other subsidiary consideration, and it is this. We have got various industrial and technical schools, for instance in Lahore, Jamalpur, Calcutta, Kanchrapara, Poona, Bombay ; there are also the Great Indian



Peninsula and Oudh and Rohilkhand Traffic schools at Giridhi and Chandausi, besides the colleges at Roorkee and Poona, Sibpore, Lahore, Guindy in Madras and in Lucknow. These colleges supply good material to begin with and if a central college of railway engineering were established, these institutions would provide good recruits who would, with a small amount of training, be turned out as efficient officers in the various branches of the Railways.

Sir, these are the advantages which appeal to me, and taking into account the large outlay that is necessary, it is not desirable to improve any of the existing institutions, because if you attempt to improve them it will mean the same amount of cost, and they will not be accessible to people from different parts of the country, and you will not be able to have an up-to-date central institution with a fully equipped workshop and research plant attached to it, as these small institutions are scattered in different parts of the country.

I now come to the question of the location of a central college. Coming as I do from Burma, I would naturally prefer some place like Calcutta for the location of a central engineering college of the kind I have advocated, but we find on page 29 of Mr. Cole's report he gives the general principles which ought to be followed in deciding the centre. This is what he says :

" If it be decided to centralise the practical training of traffic candidates for the three State-worked Railways, we shall have to select a suitable centre. Such a centre should be reasonably accessible from the Headquarters of one or other of the Railways. It should be a healthy location in order to reduce the possibility of students losing ground through sickness and it would be a convenience and an economy to have it at the same station as the training schools for signalling, goods and coaching clerks."

Lower down he says :

" Calcutta could not be adopted as the training centre without great expense and delay. Lucknow has no suitable accommodation to offer."

He exhausts the possibility of various institutions, and on the whole he gives one an impression that it is not possible to develop any of these institutions into a college with the necessary equipment.

Sir, as this is going to be a Central College, I want it to be located in some place in the Central Provinces in or near about Bhusawal or Dhond, or some such place, where there is already a railway centre and a meeting point of the various sections of Railways, and Mr. Cole also specifically refers to the desirability of giving instruction to Madrassis and tapping the Madras Presidency also for finding recruits. But I am also interested in Burma, and if some place in the North-West corner of India is found suitable for the institution, it would be a long way from many provinces. You must take into consideration the advantages of the whole of India, including the southernmost presidency and the easternmost corner, namely, Burma. If you take all this into account I think the central place would be a place like Bhusawal or Dhond. I believe suitable accommodation will be available, and from the point of view of health anyone of these would be a desirable place.

Then coming to the cost. I am not going to trouble myself or take the Council over my estimate of the cost, because I cannot give you a proper estimate. But I would urge that taking the total mileage of railways in India and taking the rapid progress in the mileage, I think it is high time that we should not depend on foreign agencies, and no railway can be said to be complete in its organisation unless it has got within the country itself suitable institutions which can provide not only material necessary for the railways but also human materials for officering and for the subordinate ranks of the railways in any department.

[Mr. Desika Chari.]

With these words I commend this Resolution to the acceptance of the House:

THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS (Punjab : Non-Muhammadian) : Sir, I rise to move the amendment which stands in my name, and which reads as follows :

" That for all the words after the words ' Governor General in Council ' to the end the following be substituted, namely :

' that substantial subsidies and grants-in-aid, and proper facilities for practical training in Railway workshops be given to the already existing Mechanical Engineering Colleges in different provinces, and all their graduates be appointed to fill vacancies in State Railways with a view to restrict recruitment of non-Indians and to train and recruit in India officers of the Mechanical Services of the Superior Establishment of Indian Railways '."

Sir, the object in view of the Honourable Mover of the Resolution is Indianisation of railway services, as well as the solution of the problem of unemployment. He has in detail dwelt on the subject of his Resolution, and I shall now try to confine myself to the subject-matter of my amendment.

As far as the Indianisation of railway services is concerned, I find, Sir, that in 1926, Indians held 549 gazetted appointments out of 2,045, and in 1927, 623 held gazetted appointments out of 2,143. As far as Indianisation in services other than mechanical engineering is concerned, I think we have not much of a grievance. But in the mechanical services the recruitment of Indians, particularly to the superior establishment, is practically negligible.

My amendment, Sir, differs from the Resolution of the Honourable Mr. Chari in so far as I do not want unnecessary investment of further capital on the establishment of an absolutely new Central College. There are at present institutions to train mechanical engineers in practically every province, and the Honourable the Mover of the Resolution has referred to them in detail as well. These institutions in each province have cost over millions of rupees in Capital expenditure and in order to increase the number of Indians in the mechanical services, we are expecting the Government to subsidise these colleges or to give them grants-in-aid and also facilities for training students in Railway workshops.

As far as the Punjab is concerned, I might mention that in Lahore we have the MacLagan Engineering College, which gives mechanical training to students. That college has two branches, one is the senior branch and the other is the junior branch. The senior branch trains students for the officers grade, and the junior branch for senior subordinate grades. Some time back the North-Western Railway, as far as their subordinate services were concerned, were giving training to literate apprentices in their shops and in their own schools. On the establishment of the MacLagan College they decided to give scholarships to this college and to send in their own selected students to the college where they were to receive the technical training, and the college had to send those selected candidates to the railway workshops a few days in the week to receive the practical training. That system so far has been working well and I drew the attention of the Railway authorities to one point and that was that as far as their practical training in the workshops was concerned, the present foremen who had no special responsibility allotted to them as far as training was concerned were indifferent in coaching up the students ; I believe that there is a scheme in progress that a literate foreman will be allotted to each shop to train these students and to look after their interests as far as the workshop training is concerned. Prior to the starting of the MacLagan College at Lahore, all the

literate apprentices for the senior grades who were trained in the railway workshops had a sort of guarantee from the railway that in case they did well and had a successful career, on the completion of their training, they would be given permanent appointments. Unfortunately a few years back when the training of these apprentices was transferred from the railway to the Maclagan Engineering College at Lahore, this class of guaranteed appointments was modified and now all those students, although they have been selected by the railway and given scholarships by the railway, they are not guaranteed appointments even on the successful completion of their training. That is a set back to be deplored and I draw the particular attention of the Railway Board to the need for improving the prospects of such students and to restoring the guarantee.

As far as the officers are concerned I am confining my Resolution only to the mechanical branch because I find that in other branches of the railway services, Indians have got a fairly good representation and that representation is on the increase. Therefore, Sir, I would lay stress on this, that all the mechanical engineering colleges in India which to my knowledge are located at present at Lahore, Cawnpore, Poona, Guindy, Sibpur, Roorkee and Lucknow, be subsidised and that certain appointments be guaranteed for the successful graduates of these colleges for the vacancies which fall vacant in the mechanical engineering branch of railways. As far as railway technical training is concerned, the railway, I believe, is already in progress with the establishment of a central railway college at Dehra Dun, and I think that this college will give graduates in mechanical engineering the desired practical training which the technique of the railway department requires. In the beginning when the civil engineering colleges were opened, the Government were pleased to guarantee a certain number of appointments to the successful graduates of the colleges and up till lately that practice worked very successfully. In case the Government of India do seriously mean to increase the number of Indians in the superior establishment of the mechanical branch of the Indian railways I think the best encouragement that they can give in this direction is to guarantee a few appointments as has been the case in the civil engineering colleges. I hope in this way we shall be able to increase the number of Indians in the mechanical engineering services. I myself realise that in the past the people from the educated classes were rather averse to mechanical training; but since the last few years, the sentiment has changed and there is quite a large number of students who like to go in for the mechanical training and who are likely to prove a good acquisition to the present service of the railways.

With these remarks, Sir, I move my amendment.

THE HONOURABLE THE PRESIDENT: Amendment moved:

"That for all the words after the words 'Governor General in Council' to the end, the following be substituted, namely:

'that substantial subsidies and grants-in-aid, and proper facilities for practical training in Railway workshops be given to the already existing Mechanical Engineering Colleges in different provinces, and all their graduates be appointed to fill vacancies in State Railways with a view to restrict recruitment of non-Indians and to train and recruit in India officers of the Mechanical Services of the Superior Establishment of Indian Railways'."

THE HONOURABLE SIR GEOFFREY CORBETT (Commerce Secretary): The Honourable Mover, Sir, and the Honourable Mover of the amendment have the same object in view, but they have advocated diametrically opposite means to reach that end. On the one hand, the Honourable Mr. Chari proposes

[ Sir Geoffrey Corbett.]

in the interests of efficiency that a central college should be established ; and, on the other hand, the Honourable Lala Ram Saran Das proposes in the interests of economy that full use should be made of the existing provincial colleges and that this will meet all requirements. I think, Sir, it may be helpful to the House if at this stage I explained the scheme which the Government have adopted, in order that the House may judge of the merits of the two proposals that have already been put before the House, and of the third, which is the Government's scheme. In fact, I rather hope that the Honourable Mover and the Honourable Mover of the amendment may agree together that the Government's scheme adopts the best points of their various views, and they will agree to sink their differences and join me in accepting the Government's scheme. I am not surprised that Honourable Members are not very familiar with what the Government have decided to do, because the matter has been under very close consideration in the last year or two, and the decision of the Government in respect of the training of mechanical engineers, which, as the Honourable Lala Ram Saran Das has pointed out, is really the crux of the case, was only published by a Resolution on the 9th November last ; and as neither the Honourable Mover nor the Mover of the amendment has made any reference whatever to it, I presume that it has missed their attention.

Well, Sir, before going into further details, I think it is desirable to distinguish very clearly between the two branches of engineering. On the one hand, there is civil engineering and, on the other, mechanical engineering. Civil engineering supplies recruits for two services, that is the Indian Railway Service of Engineers which looks after the construction and maintenance of permanent way, and also the transportation department which deals with the traffic and commercial branches of the department. On the other hand, mechanical engineers are recruited for two branches, namely, the mechanical engineering department which looks after the workshops and so on, and secondly, the power branch of the transportation department which deals with locomotives and so on.

The method of recruitment for civil engineers is as follows,—this is the most recently adopted method which came into force about two years ago, or rather I believe the second batch of candidates is now being recruited. Candidates up to the number of ten for each vacancy are selected from provincial areas, according to a fixed percentage known as the provincial quota. To be eligible for candidature, they must have passed certain specified degrees or diplomas or certificates of engineering. These candidates are then examined by a competitive examination by the Public Service Commission, and the successful candidates are then appointed as probationers and undergo during their first year a practical training, which includes six months in a workshop and six months on railway construction or survey. The point which I wish to emphasise in regard to the Civil Engineering branch is that a great deal can be learnt in a College, and the practical training can come afterwards. For this reason it is considered sufficient that the candidates should hold these degrees in engineering, and they are recruited at a fairly advanced age—any time between 21 and 25. They receive their year's practical training during their first year's probation on the Railways and afterwards they receive specialised courses at the School of Transportation at Chandausi and will in future at the Railway Staff College at Dehra Dun which is now being constructed. I need not say anything more, I think, about the recruitment of Civil Engineers, because I gather from the Honourable Mover of the amendment

that he considers the rate of recruitment of Indians, in this respect, is satisfactory, and, as a matter of fact, it is now up to the full 75 per cent. which was recommended by the Lee Commission.

I now turn to the question of recruitment of Mechanical Engineers. Here practical training is regarded by all experts as of supreme importance. It is recognised that no amount of college training will suffice, and one must have the very highest class of practical training in the best workshops possible. I think the Honourable Member has laid stress on that, and he has accepted the principle which Mr. Chadwick laid down some time ago that the Indian Engineering Service must be given the opportunity to acquire the highest qualifications that the world can offer. The system of recruitment which was adopted in the Resolution of last November is briefly as follows: Candidates must be recruited under the age of 19. It is considered very important to catch them young before their ideas are set, or before they have developed a distaste for mechanical work to which the Honourable Rai Bahadur Lala Ram Saran Das has referred as having been an obstacle in the past to the recruitment of Indian Mechanical Engineers. They must have attained certain prescribed standards of education, and they are selected by local Selection Committees appointed by Provincial Governments. The total number of candidates so selected may be ten times the number of the vacancies to be filled, and the percentage of candidates taken from each province is, in the same way as for Civil Engineers, fixed according to a quota. The final selection is made through the Public Service Commission, and twice the number of candidates are selected as there are vacancies available. This is to provide for a reserve in case some of the candidates get a distaste for the work during their very arduous course, or if they fail to satisfy the requirements of the various examinations. The candidates finally chosen are appointed as special class apprentices, and enter on a course of seven years' training.

The first three years' training is to be given at the East Indian Railway Workshops at Jamalpur. These are the largest Railway workshops in India, and a highly qualified staff of instructors has been engaged to superintend the work of the technical school and during this period the apprentices who pass through the various shops also attend classes in the Railway Technical School. At the end of the three years the apprentices are put through an examination, and, if unsuccessful, they will be discharged from their apprenticeship. That is one of the reasons why we are recruiting a large reserve.

After the first three years the subsequent training varies according to whether the apprentice is going into the Mechanical Engineering department or into the Transportation (Power) department. For the Mechanical Engineering department, the apprentices are sent to an Engineering College in India to undergo a higher course for two years, and in order that a proper estimate of the apprentices may be made, it is considered that they should all attend the same college and sit for the same examination, because this ensures a uniform standard of education. And it is at present intended that this higher mechanical course should be taken at the Sibpore College in Bengal. For the Transportation (Power) department the apprentices will be given two years' training in the Running Department of a Railway in India, and during this time they will also attend courses at the Railway School of Transportation at Chandausi and also at Dehra Dun when the college there has been built.

That takes us to the end of the second period of training. That makes five years altogether, and at the end of this period, the apprentices of both classes will be examined and listed in order of merit on the results of these

[Sir Geoffrey Corbett.]

examinations and the examinations which they have undergone during the first three years of their apprenticeship. Then apprentices to the number of vacancies available will be selected in order of merit to proceed to the third stage of training. For this third stage of training the apprentices will be sent to the United Kingdom for two years, where they will specialise in either workshop work or in locomotive running work. As the Honourable Mr. Chari has pointed out, the construction of locomotives in India has not yet developed, and until that is done, it is not possible to obtain the highest possible education in mechanical engineering, in respect of locomotives in particular, in this country. Throughout their course in the United Kingdom the training is essentially of a practical kind, though it is supplemented after working hours, by courses at a Technical College or by special lectures. Before returning to India, the apprentices must qualify for an Associate Membership of the Institute of Civil Engineers or the Institute of Mechanical Engineers.

Now, Sir, I claim that this scheme for the training of mechanical engineers, which has been very carefully worked out, combines all the advantages which both the Honourable Mover of the Resolution and the Honourable Mover of the amendment claim for their respective schemes. It gives the most efficient training possible in the workshops at a centralised place where the best possible staff can be engaged, and at the same time it takes advantage of the existing provincial college at Sibpore for the college training. I quite understand that the Honourable Rai Bahadur Lala Ram Saran Das would prefer to see the college training conducted at a college in his own province; but there you at once raise the difficulty against the central college which the Honourable Mr. Chari urges, and you will never get an agreement as to which province it should be located in. I think my friend the Honourable Lala Ram Saran Das will agree that it would hardly be feasible to scatter the boys from the Jamalpur shops all over India to go through their courses in different colleges, because you will never get the efficiency and uniformity of technical instruction that you will get in one institution.

That, Sir, is in brief the arrangement which has now been decided upon for the recruitment of engineers for the railways in this country.

12 NOON. The relations with the existing schools and colleges in India may be summarised as follows. We expect these schools and colleges to provide educated material of certain standards from which candidates can be selected by competitive examination, but we maintain that the necessary practical training can only be given by the railways on which they are going to serve. I don't think it can be put forward with any show of reason that provincial colleges should be subsidised by the Railway Department to provide a course of training which could not in the nature of the case be equal to the course which is now being provided at Jamalpur. On the other hand, if we adopted the Honourable Mr. Chari's scheme of having a Central College of Railway Engineers, it would cover all engineers, civil and mechanical, and I think that would deprive the students of the local colleges of opportunities of employment which they might retain. The technical training for civil engineers can be obtained quite well in an ordinary provincial college. It is not necessary to have a specialised college for that purpose. So I think our scheme provides for both requirements. On the one hand, we have the most specialised training possible for mechanical engineers, and, on the other hand, we give every opportunity for employment to students of provincial colleges.

There is only one more point to which I need refer, and that is the point which is the object of the Resolution, that is, to provide for the recruitment o

Indians for the railway services. The proportion quite recently laid down by the Lee Commission was 75 per cent. That has been accepted by the Government, and it will be apparent from the figures which the Honourable Lala Ram Saran Das has quoted that the full quota of 75 per cent. is now being recruited for civil engineering and transportation services. I quite agree that hitherto the full 75 per cent. has not been reached for mechanical engineers. As the Honourable Lala Ram Saran Das pointed out, there has hitherto been a certain distaste among the educated classes to take to mechanical engineering. I was glad to hear him say that this is now being broken down; and with this excellent course which has been worked out by expert officers, I feel quite confident that we shall very soon reach the full 75 per cent. for mechanical engineering also. At any rate I would point out that these schemes as they stand would provide not only for the full 75, but also for 100 per cent. In fact the scheme for mechanical engineers actually recruits for 150 per cent. of the vacancies already. I maintain, therefore, that there is no need to modify in any way these schemes which have been so carefully worked out, and which make full provision for the recruitment of Indians for railway engineering services in India. I therefore oppose the motion.

**THE HONOURABLE THE PRESIDENT:** Does the Honourable Member from the Punjab wish to press his amendment?

**THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS:** No, Sir.

The amendment was, with the leave of the House, withdrawn.

**THE HONOURABLE MR. P. C. DESIKA CHARI:** The Honourable Sir Geoffrey Corbett was good enough to tell me about the scheme of mechanical engineering published in November 1927 before I moved my resolution.

Sir, no doubt I was not aware of the scheme as I have not perused it, but after hearing the scheme in detail from the Honourable Sir Geoffrey Corbett, I think, Sir, the real object of my Resolution has not been served. It is not on account of the proportion of recruitment that I want a centralised institution like this. The real defects in India I have mentioned are firstly, the absence of the necessary testing and research plants which are not forthcoming and are not available to the student of mechanical engineering. Then there is no college in the real sense of it to train traffic men. To my mind it is necessary to correlate the various departments, and unless you have a college where all the branches of training go on at the same time, it is not possible for a person to specialise in one thing and at the same time to get a fair amount of knowledge in other branches. The scheme put forward by the Government is not quite satisfactory, because it will not produce this result. And then it is not on account of the percentage of recruitment that I want this college. The Honourable Sir Geoffrey Corbett said that 75 per cent. of the new recruits are from Indians, and they have already attained this standard in some of these branches. What I want is this. There may come a time very shortly when we may have to revise things again and this percentage cannot stand for all time. In order that we may be in a position to supply all our requirements full cent. per cent. in all branches, it is absolutely necessary to have a Central College of Engineering, so that when you think of having all the recruits from that place you may not have to turn to foreign sources.

One other thing I wish to emphasise, and it is this. No doubt you take a number of people in the superior services by recruitment, but what I say is unless you get trained in India people of the same standard and training and efficiency as you get from England and other places, there is this danger—that

[Mr. Desika Chari.]

these people who are recruited in India in the superior services may not be considered worthy of being promoted to the highest posts available. You must have a system of training people who enter the superior grades, and these people should have that amount of training which would make it possible for them to aspire to all grades of appointments in the country. And unless you have a fully equipped college with all the necessary plant and the necessary workshops and things of the kind it is not possible to have all the recruits trained in such a manner as to enable all of them to aspire to the higher posts. Then there is the further trouble about the locomotives. The Honourable Sir Geoffrey Corbett suggested that it may be that we have no proper facilities in India for locomotive training. But now that we are trying to reorganise workshops, the time is opportune; and why should we not reorganise in such a manner as to make it possible for students to have locomotive training also to the highest standard of efficiency by providing workshops for the manufacture of locomotives and at the same time make it as an adjunct of the central college of engineering? I think, Sir, that the central college on the lines indicated in the Resolution is an absolute necessity in order to make India self-contained and in order that we may not look to other countries like England for supplying recruits. I need not stress this point because a case has been very well made out in Mr. Cole's report itself; and he thinks that we ought not to look to foreign agencies in any branch of railway administration. Sir, as the object cannot be achieved by the scheme provided by the Government, I hope and trust that they will reconsider the matter and seriously take steps to institute a central college of railway engineering on these lines, as otherwise the requirements of the Indian railways would not be fully met. I therefore press my resolution.

THE HONOURABLE SIR GEOFFREY CORBETT: Sir, there are only two points on which I need answer. The first is the question of percentage. I thought I had made it clear, but I will repeat it again. There is absolutely nothing in the present scheme of recruitment which could not be expanded from 75 to 100 per cent., if at a future date the percentage is altered. The second point is that in the opinion of the Government, the training could not be improved in any way by the establishment of a central college, which would be quite an unnecessary expense. We get candidates sufficiently educated from the provincial colleges, with sufficient technical knowledge,—and they are at a fairly mature age, 25 or a little younger—for undertaking practical training in transportation or civil engineering, as the case may be. And they have to go for subsequent courses to the College of Transportation at Chandausi, where they are able to get far better value from the courses than they would be at an earlier date,—before they had any practical experience,—in the central college of engineering which the Honourable Mover proposes. I therefore am unable to accept this motion and I oppose it.

THE HONOURABLE THE PRESIDENT: The question is:

“That the following Resolution be adopted:

‘This Council recommends to the Governor General in Council to establish a Central College of Railway Engineering in India with a view to stop recruitment of non-Indians altogether and to train and recruit in India all officers of the Mechanical Engineering and Transportation Services of the superior establishment of the Indian Railways.’”

The motion was negatived.



## CHITTAGONG PORT (AMENDMENT) BILL.

### PRESENTATION OF THE REPORT OF THE SELECT COMMITTEE.

THE HONOURABLE SIR GEOFFREY CORBETT: Sir, I beg to present the Report of the Select Committee on the Bill further to amend the Chittagong Port Act, 1914, for certain purposes.

The Council then adjourned till Five of the Clock on Wednesday, the 29th February 1928.