

11th June, 1924

THE
LEGISLATIVE ASSEMBLY DEBATES

(Official Report)

FIRST SESSION

OF THE

SECOND LEGISLATIVE ASSEMBLY, 1924



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LEGISLATIVE ASSEMBLY.

Wednesday, 11th June, 1924.

The Assembly met in the Assembly Chamber at Eleven of the Clock, Mr. Chairman (Mr. K. C. Neogy) in the Chair.

QUESTIONS AND ANSWERS.

INTRODUCTION OF GOLD CURRENCY IN INDIA.

1445. ***Sardar V. N. Mutalik** : Will Government be pleased to state whether in view of the experience gained during the past years, Government intend to effect any change in the Currency system and whether they intend to take any steps to introduce effective gold currency in India ? Whether any commercial Associations have submitted any fresh memorials to Government on the question ?

The Honourable Sir Basil Blackett : The Government have no fresh pronouncement to make on this subject at present. No memorials have been received except from the Indian Merchants' Chamber, Bombay, some months ago.

GRIEVANCES OF THE ACCOUNTANTS OF THE PUBLIC WORKS DEPARTMENT, BOMBAY.

1446. ***Sardar V. N. Mutalik** : Will Government be pleased to state :

(a) whether they are aware that there is a great deal of dissatisfaction amongst the Accountants of the Public Works Department of the Bombay Presidency, on account of the unsatisfactory revision of their pay and whether that revision compares very unfavourably with the revision of the scale of pay, given by the Government of Bombay in the department ?

(b) whether it is a fact that most of the men in that service have submitted memorials to Government on this question of their grievances, and whether Government intend to take any steps to redress the grievances ?

(c) if so, when will the revision of their pay be effected ?

The Honourable Sir Basil Blackett : I would invite the attention of the Honourable Member to the reply which I gave to the question asked by Mr. N. C. Kelkar on the same subject, on the 2nd June, 1924.

LIABILITY OF INDIAN STATES TO PAY THE PROTECTIVE DUTIES IMPOSED BY THE STEEL INDUSTRY (PROTECTION) BILL.

1447. ***Sardar V. N. Mutalik** : Will Government be pleased to state whether the products of Indian States will be liable to pay the protective duties that may be imposed by the Steel Industry (Protection) Bill ?

(2847)

The Honourable Sir Basil Blackett : The Indian States will be in exactly the same position in regard to duties imposed under the Steel Protection Act as in regard to other Custom duties.

Mr. Jamnadas M. Mehta : Is it an Act now, Sir ?

The Honourable Sir Basil Blackett : It will be.

DISCHARGE OF EMPLOYEES BY THE EASTERN BENGAL RAILWAY.

1448. ***Mr. N. M. Joshi** : (a) Will Government be pleased to state if they are aware that several employees of the Eastern Bengal Railway have recently been discharged and the reason given for such discharge was not reduction of establishment but such discharge was purported to be made 'as per terms of agreement' ?

(b) If the reply to (a) be in the affirmative, will Government be pleased to state why the Eastern Bengal Railway authorities did not act in conformity with Rule (1) 298, Chapter IV of State Railway Open Line Code, Volume 2 ? Do Government propose to take any action in the matter ?

Mr. C. D. M. Hindley : (a) and (b). Government are not aware of the cases referred to, but from the description given by the Honourable Member the alleged action would appear to be in accordance with the rule to which he refers.

PAYMENT OF RELIEVING ALLOWANCES TO RELIEVING HANDS ON STATE RAILWAYS.

1449. ***Mr. N. M. Joshi** : Are Government aware that till recently the prevailing practice on the State Railways was that Relieving hands were paid Relieving Allowance to meet their "Out Station" expenses when they were placed on relief-duty and that such allowances are now being disallowed by posting them temporarily and thus stopping payment of such allowances ?

Mr. C. D. M. Hindley : There has been no change in the rules in this respect. Relieving allowance is only intended to cover the case of men who are sent in temporary emergencies not exceeding 35 days. It is understood that there was some misunderstanding in regard to this rule on one line which has since been rectified.

GRIEVANCES OF THE SIGNALLERS OF THE LALMONIRHAT DISTRICT OF THE EASTERN BENGAL RAILWAY.

1450. ***Mr. N. M. Joshi** : (a) Are Government aware that the Signallers of the Lalmonirhat District of the Eastern Bengal Railway petitioned to the authorities against the decision of the District Officers for converting their posts as Relieving Clerks and thereby depriving them of the privilege of the grade of Signallers although they are to work as such and also against the orders of termination of service if they fail to qualify in coaching and goods examination ?

(b) If the answers be in the affirmative, will Government be pleased to state if this condition was agreed upon at the time of their entering the service as Signallers and if this order is limited to one district of the Railway or over the entire system ?

M. C. D. M. Hindley : (a) and (b). Government have no information and cannot undertake to inquire into matters of this kind which are within the discretion of the Agent of the line to decide.

ISSUE OF ORDERS IN THE VERNACULAR BY RAILWAY AUTHORITIES.

1451. ***Mr. N. M. Joshi** : (a) Are Government aware that the Railway authorities issue Rules and Regulations and orders in English and not in the vernaculars ?

(b) If the answer be in the affirmative, are Government prepared to take steps that in future any order passed by the Railway authorities be published in vernaculars as well, so that the subordinate staff may easily understand the orders.

Mr. C. D. M. Hindley : (a) and (b). Government are not in possession of exact information as to the varying procedure on different railways for enabling the staff to understand the rules and regulations which they have to observe but are making inquiries.

Khan Bahadur Sarfaraz Hussain Khan : By what time would the inquiry be finished ?

Mr. C. D. M. Hindley : I cannot say, Sir.

APPEALS OF THE EMPLOYEES OF THE EASTERN BENGAL RAILWAY.

1452. ***Mr. N. M. Joshi** : Are Government aware that the Railway Board and the Eastern Bengal Railway authorities in many cases refuse to entertain appeals preferred by the employees simply remarking, "not prepared to interfere with the decision already made" and without assigning any reason in support of their action ? If so, why are no reasons assigned ?

Mr. C. D. M. Hindley : Government do not consider that there is necessarily any obligation on the officer to whom the appeal is preferred to state his reasons for rejecting the appeal in the circumstances referred to.

SICKNESS AMONG THE STAFF OF THE LALMONIRHAT DISTRICT OF THE EASTERN BENGAL RAILWAY.

1453. ***Mr. N. M. Joshi** : Are Government aware that the staff of the Lalmonirhat District of the Eastern Bengal Railway are badly suffering from malaria, black fever and black water fever and that sickness amongst the staff is greater than in any other district of the Railway ? If so, will Government be pleased to state whether they intend to take any steps to improve the sanitary conditions of the stations ?

Mr. C. D. M. Hindley : The Lalmonirhat District of the Eastern Bengal Railway is partly situated in the Bengal Dooars where conditions are generally malarial. It is understood, however, that malaria among Railway employees is decreasing yearly and is less than among the surrounding population, while there have been only three cases of Kalazar and none of black water fever since the first of January, 1924.

At Raja-Bhat-Khawa where malaria is endemic, the Railway Administration has in hand the provision of sanitary improvements and special quarters, but otherwise the stations are generally sanitary. The railway has a well appointed hospital at Lalmonirhat and dispensaries at Cooch Behar and Jainti, and all stations are visited by the Travelling Medical and Sanitary staff of the railway. In the circumstances Government see no reason for taking any steps in the matter as the Railway Administration seems to be fully alive to the situation.

LEAVE OF THE EASTERN BENGAL RAILWAY EMPLOYEES

1454. ***Mr. N. M. Joshi** : Are Government aware that 75 per cent. of the staff of the Eastern Bengal Railway seldom get leave for want of relieving hands ? If so, do Government propose to increase the relieving establishment to facilitate leave to staff ?

Mr. C. D. M. Hindley : Government have no information which would lead them to suppose that any such difficulty exists or that the relieving staff is inadequate for the purpose for which it is intended.

ADVERTISING OF VACANCIES ON THE EASTERN BENGAL RAILWAY.

1455. ***Mr. N. M. Joshi** : Are Government aware that the vacancies in the Eastern Bengal Railway are neither advertised in the Weekly Gazette nor in any papers ?

Mr. C. D. M. Hindley : The Honourable Member has not specified to what vacancies he refers, but if subordinate appointments are intended the arrangements for filling them are matters for the Agent's discretion in which Government do not interfere.

SALARIES OF INDIAN STATION MASTERS AND ASSISTANT STATION MASTERS ON THE EASTERN BENGAL RAILWAY.

1456. ***Mr. N. M. Joshi** : Is it a fact that the maximum pay of 96 per cent. of Indian Station Masters and Assistant Station Masters on the Eastern Bengal Railway is Rs. 80 and Rs. 76, respectively, and that on these pays they have to retire ?

Mr. C. D. M. Hindley : No, the position is not as stated. It is true that in the case of 85 per cent. of the Station Masters the maximum pay is Rs. 80 but the balance can rise to special classes with a maximum of Rs. 400. Similarly, the pay of 92 per cent. of the Assistant Station Masters is limited to Rs. 76 per mensem but the remainder can rise to Rs. 100 per mensem and they are of course all eligible for promotion to Station Master.

PROMOTIONS ON THE EASTERN BENGAL RAILWAY.

1457. ***Mr. N. M. Joshi** : Will Government be pleased to state how many Indian Station Masters, Assistant Station Masters and Guards of the Eastern Bengal Railway have been promoted to the posts of Traffic Inspectors, Transportation Inspectors, Claims Inspectors and Assistant Traffic Superintendents ? If no such promotions have at all been made will Government be pleased to state the reason for the same ?

Mr. C. D. M. Hindley : The Government have no information but will make inquiries.

EUROPEAN AND ANGLO-INDIAN STATION MASTERS AND ASSISTANT STATION MASTERS ON THE EASTERN BENGAL RAILWAY.

1458. ***Mr. N. M. Joshi** : Is it a fact that European and Anglo-Indian Station Masters and Assistant Station Masters of the Eastern Bengal Railway are not required to pass telegraphy and to work as Signallers, Booking Clerks and Goods Clerks before they are posted as Station Masters and Assistant Station Masters of important Stations and they are mostly recruited from Guards ?

Mr. C. D. M. Hindley : Government have not got the information but are making inquiry.

EDUCATIONAL GRANTS TO EUROPEAN, ANGLO-INDIAN AND INDIAN RAILWAY EMPLOYEES.

1459. * **Mr. N. M. Joshi :** Will Government be pleased to state the amount given as educational aid to European and Anglo-Indian employees every year from 1917 to 1924 and the amount granted to the Indian employees for the same purpose ?

Mr. C. D. M. Hindley : The accounts do not separate up expenditure on education in the way mentioned.

ALLEGED CHARGES OF BRIBERY AND CORRUPTION AGAINST CERTAIN EMPLOYEES OF THE OFFICE OF THE DISTRICT TRAFFIC SUPERINTENDENT, KATIHAR, EASTERN BENGAL RAILWAY.

1460. * **Mr. N. M. Joshi :** (a) Are Government aware (1) that the Traffic Manager of the Eastern Bengal Railway held an inquiry on the 28th and 29th February, 1924, into a case of bribery and corruption against the chief clerk and menial establishment clerk of Katihar District Traffic Superintendent's Office ; (2) that the Traffic Manager being satisfied with the evidence adduced in that case by the complainant's witnesses stopped the promotion of the aforesaid menial establishment clerk and chief clerk, who is however still drawing the maximum of his grade and (3) that he has, while retaining the services of the accused in their former posts, transferred the complainant with his witnesses to other Districts ?

(b) If the answer to (a) be in the affirmative, will Government be pleased to state if they are prepared to give an exemplary punishment to all who are directly or indirectly concerned in this case ?

Mr. C. D. M. Hindley : Government have no information but have asked the Agent to let them know the facts.

CARD PASSES ISSUED TO VENDORS ON THE EASTERN BENGAL RAILWAY.

1461. * **Mr. N. M. Joshi :** Will Government be pleased to state the numbers and classes of card passes issued to the vendors of the Eastern Bengal Railway from 1920 to 1924 and the reason for so doing ?

Mr. C. D. M. Hindley : Inquiry is being made and the information will be communicated to the Honourable Member in due course.

LICENCE FEES OF FOOD VENDORS ON THE EASTERN BENGAL RAILWAY.

1462. * **Mr. N. M. Joshi :** Are Government aware that food vendors of the Eastern Bengal Railway had not to pay any licence fees to the Railway before the posting of Catering Superintendents of that Railway but now they have to pay heavily ?

Mr. C. D. M. Hindley : Inquiry is being made and the result will be communicated to the Honourable Member in due course.

ALLEGED PROFITEERING BY MESSRS SOMAR CHAND AND SONS, FOOD VENDORS ON THE EASTERN BENGAL RAILWAY.

1463. * **Mr. N. M. Joshi :** (a) Are Government aware (1) that several complaints appeared in the Indian Press against Somar Chand and Sons, food vendors of the Eastern Bengal Railway, for selling articles at higher

rate than the market rate in contravention of their terms of agreement ? and (2) that Somar Chand and Sons have been sub-letting at high charges certain stations making profit out of the same ?

(b) If so, what action has been taken to stop the above practice ?

Mr. C. D. M. Hindley : (a) and (b). Government have not seen the articles in the Indian Press to which the Honourable Member refers, but if he will furnish me with a reference to the particular newspapers in which they appeared or will make himself responsible for the matter of the complaints, the Agent's attention will be drawn to them.

PROVISION OF HINDU AND MUHAMMADAN REFRESHMENT ROOMS AT VICTORIA TERMINUS, BOMBAY.

1464. ***Mr. N. M. Joshi :** Will Government be pleased to state whether they are aware that there are no Hindu and Muhammadan refreshment rooms on the Victoria Terminus Station of the G. I. P. Railway ? If so, do Government propose to recommend to the Railway authorities to provide such refreshment rooms similar to those on the Delhi Station ?

Mr. C. D. M. Hindley : Government understand that there are no Hindu or Muhammadan refreshment rooms at Victoria Terminus Station, but they are not aware whether the provision of such rooms in the present station building is practicable or not. The matter will, however, be brought to the notice of the Agent, Great Indian Peninsula Railway.

OVERCROWDING OF NIGHT TRAINS LEAVING BOMBAY FOR NASIK AND POONA, RESPECTIVELY.

1465. ***Mr. N. M. Joshi :** Will Government be pleased to state whether they are aware of the extent of overcrowding in down trains leaving Bombay for Nasik and for Poona at night ? If so, will they publish statistics showing the extent of such overcrowding ?

Mr. C. D. M. Hindley : Government have no information on the subject, but inquiry is being made.

LEAVE AND PENSION OF MENIAL ESTABLISHMENT OF THE GOVERNMENT OF INDIA.

1466. ***Mr. N. M. Joshi :** (a) Will Government be pleased to state whether their attention has been drawn to the unsatisfactory conditions on which pension and leave are granted to their officers known as "menials" ?

(b) If not, will they be pleased to inquire into the matter and publish the result of the inquiry at an early date ?

The Honourable Sir Alexander Muddiman : The Government of India are at present considering the conditions of service of this class of servant employed by the Government of India and hope to issue orders thereon at an early date.

EXISTING STOCK OF ARTICLES ON WHICH PROTECTIVE DUTIES ARE PROPOSED TO BE LEVIED.

1467. ***Khan Bahadur Sarfaraz Hussain Khan :** Will the Government be pleased to lay a statement on the table showing the quantity of existing stock in India of the articles, whether manufactured in the country or imported from abroad regarding which the Tariff Board has made recommendations for the imposition of duty ?

The Honourable Sir Charles Innes : The Government have no information as to existing stocks.

AVERAGE WEALTH OF THE POPULATION IN INDIA.

1468. ***Khan Bahadur Sarfaraz Hussain Khan** : Will the Government be pleased to state if it is a fact that the average wealth of the population of India per head is about Rs. 180 ?

The Honourable Sir Basil Blackett : The Government of India are unable to accept this or any other unofficial estimate of the average wealth of the population of India as worthy of an official imprimatur. The attention of the Honourable Member is invited to the speeches delivered by Sir Narasimha Sarma and myself in the Council of State on the 4th February, 1924, in connection with a Resolution moved by the Honourable Mr. P. C. Sethna regarding an inquiry into the economic conditions of the people of India.

VACANCIES IN THE PROVINCIAL ENGINEERING SERVICE ON STATE RAILWAYS.

1469. ***Mr. K. C. Neogy** : With reference to the Government of India Resolution in the Railway Department No. 611-E-20, dated the 4th April 1921, which lays down that " the State Railway Engineering Department will, in future, be organised in two services, viz. :

- (1) the Indian Service Engineers
- (2) the Provincial Engineering Service "

and that " during the first five years after the formation of the Provincial Service the Railway Board will promote to it selected members of the State Railway Upper Subordinate Establishment ", will the Government be pleased to state the number of vacancies which occurred in the Provincial Engineering Service on the E. B. Railway, the O. R. Railway and the N. W. Railway, respectively, during the last 3 years, since the formation of that service, and how they have been filled up ?

Mr. C. D. M. Hindley : The Provincial (or Local) Engineering Service was formed with effect from 1st January 1921. The statement laid on the table shows the distribution of the cadre and the appointments made up to date to the three State railways.

INDIAN STATE RAILWAYS.

Provincial (or Local) Engineering Service.

Railways.	Sanctioned cadre to be worked to gradually as the number of Indian service Engineers falls.	APPOINTMENTS MADE TO DATE.			Total.
		From upper subordinate Establishment of Engineering Department.	From temporary Engineering Establishment.	From passed students of the Thomason Civil Engineering College, Roorkee.	
North Western ..	40	8	8	4	20
Eastern Bengal ..	15	2	2	..	4
O. & R. ..	9	1	3	2	6
Total	64	11	13	6	30

ABOLITION OF THE APPOINTMENTS OF TEMPORARY ENGINEERS ON RAILWAYS.

1470. * **Mr. K. C. Neogy** : Will the Government be pleased to state what steps, if any, have been taken to facilitate the abolition of temporary Engineers as a class, as recommended by the Public Service Commission, in terms of the Government of India Resolution in the Railway Department No. 1407-E-20, dated the 26th June, 1922 ?

Mr. C. D. M. Hindley : In accordance with the Resolution to which the Honourable Member refers 13 temporary Engineers have been brought into the Provincial Engineer Service. Of the remainder, the services of two have since been terminated and one is on leave preparatory to retirement. There are still 21 officers of this class in Railway service and the process of abolition must necessarily be gradual.

TEMPORARY ENGINEERS OF THE EASTERN BENGAL RAILWAY.

1471. * **Mr. K. C. Neogy** : Is it a fact that on the Eastern Bengal Railway, the Services of one Superannuated temporary Engineer were extended and one new temporary Engineer was appointed in contravention of the spirit of the Government of India Resolution of 4th April, 1921 and 26th June, 1922 ?

Mr. C. D. M. Hindley : The temporary Engineers referred to are presumably the special officer in charge of the Hardinge Bridge and the Executive Engineer in charge of officers' flats at Alipore. In each of these cases there were special reasons for retention and appointment. The former was retained though over the age limit because of his unique knowledge and experience of the river at Sara and the latter because of his special technical qualifications for the work for which required. The Resolutions referred to lay down general principles only which must occasionally be deviated from when the interests of special work require it.

APPOINTMENT AS FOREMEN OF ANGLO-INDIAN AND INDIAN APPRENTICES TRAINED AT KANCHRAPARA AND SAIDPUR.

1472. * **Mr. K. C. Neogy** : Will the Government be pleased to state the number of Anglo-Indian and Indian apprentices who received training during the last 10 years in the Loco shops at Kanchrapara and Saidpur as Mechanics, with a view to their eventual appointment as *Foremen*, and how many of them have been taken into the Railway service,—the number of Anglo-Indians and Indians, and the nature of the appointments offered to each class being shown separately ?

Mr. C. D. M. Hindley : Government have not got the information for ten years back and it will perhaps suffice for the Honourable Member's purpose if he is furnished with the figures relating to the time when the new scheme of training had been introduced.

In June 1922 there were in the Kanchrapara shops 25 European and Anglo-Indian and 41 Indian apprentices under training. There are no Locomotive apprentices at Saidpur. The last return for December 1923 gives the corresponding figures as 21 and 49. The period of training extends to six years and Government have no information in regard to the actual number of appointments made.

ABOLITION OF WHIPPING FOR CERTAIN CRIMINAL OFFENCES.

1473. * **Mr. K. C. Neogy** : (a) Have Government received the opinions of the local Governments on the question of abolition of the sentence of whipping for certain offences under the criminal law ?

(b) If so, what action do Government propose to take in the matter, and when ?

The Honourable Sir Alexander Muddiman : (a) Yes.

(b) The matter is under consideration.

EXTENSION OF THE BENEFIT OF THE WORKMEN'S COMPENSATION ACT TO INDIAN SEAMEN.

1474. ***Mr. K. C. Neogy :** (a) Have Government received any communication from the British Government on the question of extension of the benefit of the Indian Workmen's Compensation Act to Indian seamen employed on vessels registered in Great Britain ?

(b) If so, will Government be pleased to lay it on the table ?

The Honourable Sir Bhupendra Nath Mitra : The Honourable Member is referred to the answer given to Mr. K. Ahmed's Question No. 1357 on the same subject.

PASSENGER TRAINS BETWEEN SONE EAST BANK AND DALTONGANJ ON THE EAST INDIAN RAILWAY.

1475. ***Mr. Devaki Prasad Sinha :** (a) Are Government aware that the train service on the Daltonganj Branch of the East Indian Railway has been in a neglected condition for the last many years ?

(b) Are Government aware that although there is large traffic along this line and although there are large coal mines working and about to be worked near Daltonganj, there is not a single passenger train between Sone East Bank and Daltonganj ?

(c) Are Government aware that the only trains running along this line being "mixed" trains, passengers are put to great inconvenience and discomfort ?

(d) Are Government aware that although the distance between Sone East Bank and Daltonganj is only about 79 miles the period taken for a railway journey on one side only is more than five hours ?

(e) Are Government aware that in the first and second class compartments provided in the trains running along this branch line, there are no fans and the bath room taps are mostly out of repairs ?

(f) Are Government prepared to urge the East Indian Railway Company to take effective steps for the amelioration of the conditions of passenger traffic along this line ? If not, why not ?

(g) Are Government prepared to advise the East Indian Railway Company to run at least one passenger train instead of two mixed trains along this line ?

Mr. C. D. M. Hindley : (a) No.

(b) and (c). Government are aware that only mixed trains run on this Branch, but are not aware that passengers are inconvenienced thereby.

(d) Yes.

(e) Government have no information, but will draw the attention of the Agent to this point.

(f) and (g). The attention of the Agent will be drawn to this request.

Mr. Devaki Prasad Sinha : On what material do Government conclude that the passengers are not put to any inconvenience ?

Mr. C. D. M. Hindley : I assume, Sir, that the Railway has not received any widespread complaint in this matter.

Mr. Devaki Prasad Sinha : Are Government aware that the first and second class compartments on this branch train are always leaking during the rainy season ?

Mr. C. D. M. Hindley : I have already said that Government have no information on this point, but I will draw the attention of the Agent to it.

REFORMS INQUIRY REGARDING RELATIONS BETWEEN GOVERNORS AND MINISTERS IN THE PROVINCES, ETC.

1476. ***Mr. Devaki Prasad Sinha :** (1) Will Government be pleased to state whether or not the Reforms Inquiry Committee presided over by Sir Alexander Muddiman examined, or is going to examine :

- (a) To what extent have Governors in practice presided jointly responsible ministers, and not merely ministers acting singly ;
- (b) What is the extent to which Governors have, in obedience to the Joint Select Committee and Parliament, encouraged the habit of joint deliberation between the two halves of their dyarchical Governments ;
- (c) Whether such joint deliberations whenever resorted to, have been extended to all the stages of the subjects under discussion or whether ministers were brought in at one stage or kept out at another ;
- (d) In how many instances have decisions reached as a result of joint deliberations been modified or rescinded by Governors acting only with their Executive Councils ;
- (e) What has been the nature of the relations between Governors and officers individually ; and
- (f) How far it is possible and feasible to extend franchise to workers and peasants ?

(2) Will Government be pleased to publish the replies received from Local Governments on each of these points ?

The Honourable Sir Alexander Muddiman : I have nothing to add to the many replies already given on this subject.

PROHIBITION OF THE EMPLOYMENT OF WOMEN AND CHILDREN IN MINES, ETC.

1477. ***Mr. Devaki Prasad Sinha :** When do the Government of India contemplate introducing legislation for :

- (a) the prohibition of night employment of women in the mines,
- (b) removing women and children from mines altogether, and
- (c) for protecting and recognising Trade Unions ?

The Honourable Sir Bhupendra Nath Mitra : (a) and (b). The attention of the Honourable Member is invited to section 29 (j) of the Indian Mines Act of 1923, under which the Governor General in Council is empowered to make regulations prohibiting the employment of women in

mines without fresh legislation. The question of the extent to which such employment should be prohibited is under consideration in consultation with Local Governments.

Under section 26 of the Indian Mines Act of 1923, the employment of children in a mine is prohibited.

(c) The question is under consideration.

Mr. Devaki Prasad Sinha : Sir, when will the consideration of the Government of India come to an end ?

The Honourable Sir Bhupendra Nath Mitra : The matter is being expedited as far as possible.

Mr. Devaki Prasad Sinha : Am I to understand that at the present time there is no rule or regulation prohibiting these three things mentioned in the question ?

The Honourable Sir Bhupendra Nath Mitra : The answer is in the affirmative.

Mr. Devaki Prasad Sinha : By what time do the Government of India propose to bring into force these rules and regulations, that is, to exercise the powers which are vested in them ?

The Honourable Sir Bhupendra Nath Mitra : I have already said that the Government of India are consulting Local Governments on the subject and as soon as they receive the Local Governments' replies the necessary action will be taken.

ALLEGED OVER-ASSESSMENT TO INCOME-TAX OF A MERCHANT OF SURAT BY THE INCOME-TAX OFFICER OF THAT PLACE.

1478. ***Mr. Jamnadas M. Mehta :** (a) Will Government state whether there is now or was at any time recently an Income-tax Officer in Surat who was not educated even up to the Matric ?

(b) Is it a fact that the said officer called upon a certain merchant there last year to pay Rs. 89,000 (eighty-nine thousand) only by way of income-tax and super-tax ?

(c) Is it a fact that the merchant so called upon used to pay ordinarily about Rs. 700 (seven hundred) every year as income-tax ?

(d) Is it true that on appeal to the Assistant Commissioner N. D. the figure of Rs. 89,000 was reduced to Rs. 8,000 (eight thousand) only ?

(e) Are Government prepared to consider the advisability of giving legislative protection to the public against such over-assessment by Income-tax Officers ?

(f) Do Government propose to compensate the merchant concerned for the trouble, worry and cost [stated to be Rs. 5,000 (five thousand) only] to which he was put owing to over assessment by the Income-tax Officer of Surat ?

(g) Will Government be pleased to say whether they propose to take any steps to mark their sense of displeasure at the action of the Income-tax Officer concerned and if so what steps ?

Mr. A. R. L. Tottenham : (a) The Government have no information on the subject and do not propose to call for it. It is quite possible that an officer of proved capacity, though without academic qualifications,

might be promoted from a subordinate grade of the Income-tax Department to the post of Income-tax Officer. The Honourable Member is reminded that these appointments are subject to the approval of the Local Government.

(b), (c) and (d). The Government have been unable from the figures given to identify the case referred to. They would not be prepared to discuss the correctness of an original or appellate assessment on the floor of this House. Such matters are declared by Statute to be confidential. [Income-tax Act XI of 1922, section 54 (1).]

(e) The Government apprehend that no legislative enactment can render Income-tax Officers infallible. The Act contains effective provisions for the reduction of excessive assessments on appeal, as is evident from the circumstances alleged by the Honourable Member.

(f) and (g). Do not arise.

Mr. Jamnadas M. Mehta : Will Government not help Income-tax Officers to become as far as possible free from such mistakes ? The difference between Rs. 8,000 and Rs. 89,000 is something worth the attention even of this Government.

Mr. A. B. L. Tottenham : I have already stated that so far as Government are concerned, we are discussing a hypothetical question.

Mr. Jamnadas M. Mehta : This is a case that has happened and not a hypothetical one.

Mr. T. C. Goswami : Is it a fact that extortion is one of the necessary qualifications for promotion in the Income-tax Department ?

Mr. Chairman : Order, order. I cannot allow that question to be put.

Mr. Jamnadas M. Mehta : Will the Honourable Member kindly inquire into the case if I give the names confidentially ?

Mr. A. B. L. Tottenham : I would suggest that the proper authority to address is the Commissioner of Income-tax, Bombay.

Mr. Jamnadas M. Mehta : He has already upheld this particular individual. I have stated that in the question.

Mr. A. B. L. Tottenham : I was not aware of that. The Assistant Commissioner is mentioned in the question.

Mr. Jamnadas M. Mehta : It was reduced from Rs. 89,000 to Rs. 8,000. May I ask the Honourable Member which higher authority we should appeal to ?

Mr. A. B. L. Tottenham : I have stated that the proper authority to approach is the Commissioner, but if the Honourable Member prefers it, I shall be very glad to discuss this or any other question with the Honourable Member at any time.

Mr. Devaki Prasad Sinha : Is it a fact that in granting promotion to Income-tax Officers the amount which they have (*A Voice* : "Extorted.") enhanced—I will not say extorted—is taken into consideration ?

Mr. A. B. L. Tottenham : No, it is not a fact.

EXPENDITURE INCURRED ON THE DESIGN FOR A NEW TEN-RUPEE CURRENCY NOTE.

1479. **Mr. Jamnadas M. Mehta :** (a) Will Government be pleased to state whether a sum of about ten thousand rupees was spent by the

Currency Department during the year ending on the 30th March 1923 on getting a design of a new Rs. 10 (ten) Currency Note ?

(b) If the answer to the preceding question be in the affirmative will Government state how the design was obtained, *e.g.*, by advertisement ?

(c) Will Government state why no attempt was made to obtain such design in India ?

(d) Is Rs. 10,000 the usual fee for obtaining the design of a single note ?

The Honourable Sir Basil Blackett : (a) and (d). The answer to part (a) is in the affirmative, and that to part (d) in the negative. In the circumstances the expenditure was not excessive.

(b) and (c). The design was not obtained by advertisement. It was the result of the labours of several experts specially selected by reason of their experience of this particular kind of work. These labours and mutual consultations, which aimed mainly at enhancing security against counterfeiting, extended over more than four years. It would not have been possible to obtain a suitable design in India.

EXPENDITURE ON STORES FOR THE CURRENCY DEPARTMENT.

1480. ***Mr. Jamnadas M. Mehta :** Will Government be pleased to state whether it is fact that the High Commissioner for India spent a sum of nearly sixty lakhs of rupees on stores for the Currency Department alone during the year 1922-23 ? Will Government state the main heads under which this expenditure is classified ?

The Honourable Sir Basil Blackett : The answer to the first part is in the affirmative. The expenditure relates almost wholly to the cost of the supply of currency note forms. I may mention, however, that, with the discontinuance of the printing of the One-Rupee note in the current year, the expenditure will be considerably reduced. The provision in the current year's Budget is £214,000.

DISMISSAL OF KESAR SINGH, SORTER, RAILWAY MAIL SERVICE. " L " DIVISION.

1481. ***Mr. Chaman Lal :** (a) Is it a fact that one Kesar Singh, Sorter, Railway Mail Service, " L " Division, was handed over to the Police in connection with the abstraction of the contents of an insured letter destined for Delhi ?

(b) Is it also a fact that the insured bag giving cover to the said insured letter changed hands four times unchallenged after being handled by Kesar Singh and before reaching Delhi, its destination, and that the said Kesar Singh was discharged by the Police as there was no case against him ?

(c) Is it also a fact that the private belongings of Kesar Singh were transferred to the Police by the investigating officer of the said service and were not returned to him even after his discharge ?

(d) Is it also a fact that after the failure of the police investigation the abstraction could not be brought home to Kesar Singh but that the Departmental Officer declared him to be the guilty person without any tangible proof and ordered his dismissal from service ?

(e) Do the Government propose to inquire into the matter ?

The Honourable Sir Bhupendra Nath Mitra : Government are not aware of the facts of the case. They understand that Kesar Singh has appealed to the Director-General.

Mr. Chaman Lal : Do I understand that the case is under consideration ?

The Honourable Sir Bhupendra Nath Mitra : It is at present under consideration of the Director-General.

GRANT OF SPECIAL PROMOTIONS FOR FIELD SERVICE TO MEMBERS OF
THE POSTS AND TELEGRAPHS DEPARTMENT.

1482. ***Mr. Chaman Lal :** (a) Will the Government be pleased to say whether towards the latter part of the year 1919 and the middle of the year 1920 they specially addressed the Director General, Posts and Telegraphs, forbidding the grant of special promotion to members of the Posts and Telegraphs Department for " Field Service " ?

(b) If the answer be in the affirmative, will the Government be pleased to say whether in spite of such orders, the Director General has given special promotion to any member of the Posts and Telegraphs for Field Service ?

(c) Will Government be pleased to state (1) the number of persons (a) gazetted, and (b) non-gazetted, so promoted between the dates of the Director General, Posts and Telegraphs, and (3) how the representations were received from the persons adversely affected by this action of the Director General, Posts and Telegraphs and (3) how the representations were disposed of ?

(d) Are there any representations at the present moment before the Government or the Director General ?

(e) Do the Government propose to consider the question of restoring these superseded persons to their proper position in their grades and of granting compensation to them for the pecuniary and other loss sustained by them ?

The Honourable Sir Bhupendra Nath Mitra : (a) Yes. The Government orders of November 1919 were passed in connection with a particular appeal case and were not taken by the Director-General, Posts and Telegraphs, to be of general application. Special promotion was, therefore, continued to be given till May 1920 when it was stopped absolutely on receipt of Commerce Department's letter No. 2321, dated the 20th May, 1920, a copy of which is laid on the table.

(b) No special promotion penalising other officials was given after the issue of the orders of May 1920.

(c) (1). As explained above, the system of giving special promotion continued till May 1920. The number of such promotions given between 20th November 1919 and end of May 1920 is (a) gazetted 1, (b) non-gazetted 92. (2) and (3) Information is not available. It is being collected and will be supplied to the Honourable Member as soon as it is ready.

(d) No.

(e) The Government of India do not propose to take any action in respect of the officials affected or to re-open the question.

Copy of a letter No. 2321, dated the 20th May, 1920, from the Government of India, Department of Commerce, to the Director General of Posts and Telegraphs.

I am directed to invite your attention to the orders conveyed by the Government of India in paragraph 2 of their letter No. 218-D., dated November 20th, 1919, and to request that, in future, field service should not be regarded as a ground for special promotion in the ordinary cadre of the Department in any grade of any of the Postal or Telegraph services. When it is necessary to recognise specially good work in the field some form of reward should be adopted which will not penalise other members of the staff about whose work no cause for dissatisfaction exists.

CIRCULATION OF TOUR PROGRAMMES OF HIGH OFFICIALS TO POST OFFICES.

1483. ***Mr. Chaman Lal :** (1) Will the Government be pleased to state what useful purpose is served by the circulation of tour programmes of high officers to the Post Offices (a) at stations where sorting work is done by the R. M. S., (b) which do not make special bags or bundles for such officers, (c) and which are not supposed to alter destinations on articles addressed to such officers according to their programmes ?

(2) What useful purpose could be served by sending a copy of tour programmes of His Excellency the Governor, United Provinces, to the Postmasters of Karachi, Aden, Rangoon and Poona ?

Mr. H. A. Sams : (1) (a) to (c). None.

(2) None as regards Poona. But Karachi, Aden and Rangoon should each get a copy of the tour programme to ensure the correct and prompt disposal of any foreign mail articles received in those offices for His Excellency the Governor of the United Provinces.

Mr. Chaman Lal : Is His Excellency the Governor of the United Provinces considered to be a foreign article ?

Mr. H. A. Sams : I do not follow the question.

CASE OF LACHMAN DASS, CLERK, RAWAL PINDI POST OFFICE.

1484. ***Mr. Chaman Lal :** (a) With reference to the reply to my starred Question No. 739 (last Delhi session) regarding rejection of medical certificates granted by Civil Surgeons, will the Government be pleased to state if it is a fact that a medical certificate granted by the Civil Surgeon, Rawal Pindi, to one Lachman Dass, clerk, Post Office, Rawal Pindi, was rejected by Mr. Williams ?

(b) If the reply to (a) be in the affirmative, will the Government be pleased to state whether Lachman Dass, clerk, Rawal Pindi, was dismissed on the plea of prolonged sickness and whether Government are prepared to consider his case ?

The Honourable Sir Bhupendra Nath Mitra : (a) Yes.

(b) Lachman Das was a Reserve clerk on probation. He was not dismissed but his services were dispensed with as on account of chronic ill-health he was considered unfit for permanent service in the Post Office. Government have not received any appeal from Lachman Das.

Mr. Chaman Lal : Will Government be prepared to consider the case if they receive an appeal ?

The Honourable Sir Bhupendra Nath Mitra : The answer is in the affirmative.

RETRENCHMENTS OF PERMANENT AND RESERVE POSTAL CLERKS.

1485. ***Mr. Chaman Lal :** (a) Will the Government be pleased to state separately for each Postal Division and 1st Class Head Office in

the Punjab Postal Circle the names (with length of service officiating and permanent) of permanent clerks and reserve clerks who were thrown out of employment in the years 1922-23 and 1923-24 ?

(b) Will the Government be pleased to state the Government authority under which permanent postal clerks could be turned out to effect retrenchment ?

(c) Is it a fact that retrenchments were ordered to be effected on occurrence of vacancies and not by depriving the postal clerks of their permanent job ?

Mr. H. A. Sams : Government have called for the requisite information. As soon as this has been received, the information will be communicated to the Honourable Member.

POSTMEN AND MENIALS EMPLOYED ON NIGHT DUTY IN THE POST OFFICES IN THE PUNJAB CIRCLE.

1486. ***Mr. Chaman Lal :** Will the Government be pleased to state the number of postmen and menials with names of offices who are keeping night guard in the Post Offices in the Punjab Postal Circle, without payment of any remuneration and whether this practice of taking extra service without extra payment is contrary to the Government orders and intentions ?

The Honourable Sir Bhupendra Nath Mitra : The Honourable Member's attention is invited to the reply given by the Honourable Mr. A. C. Chatterjee on the 20th March, 1924, to Mr. Amar Nath Dutt's starred Question No. 923. Since then the Director General has issued further orders which will have the effect of discontinuing within a short period in all Postal Circles the practice of requiring postmen and menials to sleep at night near the cash chest in post offices without extra remuneration. In the circumstances, it is not proposed to collect the statistics asked for by the Honourable Member.

THE HYDERABAD SIND CANTONMENT FUND.

1487. ***Mr. W. M. Hussanally :** (a) What are the sources of Revenue of the Hyderabad Sind Cantonment Fund ?

(b) What proportion thereof is contributed directly by the Military Department including the Military population and what by the Civil Population ?

(c) What was the balance in the Cantonment Fund when Act VI of 1923 came into force ?

(d) Has any sum out of this balance been spent upon supplying electricity to some private bungalows appropriated under the above Act. If so, what is that sum ?

(e) Is it a fact that all these bungalows or the majority of them are for private use of military officers.

(f) Have any funds out of Cantonment Funds been used for a similar purpose in any other Cantonment.

Mr. J. R. Pate : It is necessary to call for the information desired by the Honourable Member.

I will communicate it to him when it is received.

(b) For Postal work a candidate is trained by being placed in the various branches of a post office (other than the correspondence branch) in turn, so that he may learn the work by actually seeing how it is done, and the official in charge of the office is required to examine the candidate periodically and report on his progress. For R. M. S. work, a candidate is usually sent to a Training School and is also required to study the sorting list of the section or mail office to which he is attached, his progress being tested periodically.

(c) No. As the training is of an essentially practical character, the supply of separate sets of books to each candidate is not necessary.

(d) Yes. But Government have no reason to suppose that candidates have any difficulty in obtaining access to such books, should they desire to do so.

(e) Yes, but orders are about to issue under which candidates will be trained before they are appointed as reserve clerks.

CASE OF ARJAN SINGH, CLERK, RAWALPINDI POST OFFICE.

1554. ***Mr. Chaman Lal** : (a) Are the Government aware of the case of one Arjan Singh, clerk, Rawalpindi Post Office, who was dismissed on the charge of making an allegedly false complaint against a European Postmaster stating that the latter had abused him ?

(b) Are the Government aware that the matter was inquired into by a European Deputy Postmaster General of the Punjab Postal Circle ?

(c) Are the Government aware that the finding of the European enquiring officer confirmed the complaint of the clerk Arjan Singh as true, and proved ?

(d) Is it a fact that the Director General on reconsideration of Arjan Singh's appeal has reinstated him to his post ?

(e) Is it a fact that the Director General has proved that strong language was used by the Postmaster against the clerk ?

(f) Is it a fact that Arjan Singh, clerk, has been punished in the same case in the shape of stoppage of his further promotion for two years and the treatment of his period out of employ as leave without pay, and that he has been required to pass an examination to prove his fitness for retention in the Department ?

(g) If the answer to (f) is in the affirmative, are the Government prepared to reconsider the case of Arjan Singh ?

The Honourable Sir Bhupendra Nath Mitra : The Government of India are not aware of the facts of this case, but are causing inquiries to be made.

Mr. Chaman Lal : May I ask the Honourable Member whether this case was not brought to the notice of the Government in the Delhi Session ?

The Honourable Sir Bhupendra Nath Mitra : The Honourable Member did ask a question, but as no appeal had been submitted to the Government of India through the proper channel, no action could be taken there.

Mr. Chaman Lal : May I ask if it is not a fact that this gentleman was reinstated ?

The Honourable Sir Bhupendra Nath Mitra : It is a fact that he has been reinstated.

Mr. Chaman Lal : May I ask whether he is aware of the fact that all facts relative to this case have been brought to the notice of Government ?

The Honourable Sir Bhupendra Nath Mitra : As I have said, the full facts have not been brought to the notice of Government, and for that reason Government have started an inquiry into the matter.

Mr. Chaman Lal : Will the Government take the matter into consideration at an early date ?

The Honourable Sir Bhupendra Nath Mitra : That is being done.

LOCATION OF THE NEW GENERAL POST OFFICE AT PESHAWAR.

1555. ***Mr. Chaman Lal :** (a) Is it a fact that the Peshawar G. P. O. is proposed to be shifted to Jheel Road opposite the Edward College, Peshawar ?

(b) Is it a fact that the site chosen is at a distance of over a mile from the Sadar Bazar and of over two miles from the military lines and barracks ?

(c) Is it a fact that the land acquired by the Government, to build the new Post and Telegraph Offices, will cost nearly a lakh of rupees ?

(d) Is it a fact that the new Post and Telegraph Offices are proposed to be erected on the acquired land at a cost of about 2½ lakhs, and by demolishing the three bungalows already standing over it ?

(e) Will the Government be pleased to state the particular object for which the scheme of building a new G. P. O. at such a heavy cost to the State and on the particular site chosen has been undertaken ?

Mr. H. A. Sams : (a) Yes.

(b) From certain parts of the Sadar Bazar and of the Military lines the distance may be approximately as stated.

(c) The cost will be about Rs. 63,000.

(d) Yes.

(e) The new buildings are required to accommodate the Post and Telegraph Office at Peshawar. The existing Post Office building is inadequate and of a design which precludes the possibility of any successful modification or enlargement. The existing Telegraph Office building is in a dangerous condition, and if retained would require to be reconstructed.

The site chosen is close to the Railway Station and is conveniently situated, being almost equidistant from the commercial, civil and

military centres of Peshawar. Apart from its intrinsic merits it is also the only site of the required size available.

INVESTIGATION INTO THE CAUSES OF KALA-AZAR.

1556. **Mr. Ahmed Ali Khan** : Is it a fact as stated in the *Statesman* of the 18th May 1924, that Government are shortly going to appoint a Committee of medical experts to investigate the causes of the disease known as Kala-Azar and the best method of combating it ?

Mr. J. W. Bhore : The Commission has already been appointed and a communiqué regarding its composition and activities will be issued shortly.

PROHIBITION AGAINST GOVERNMENT SERVANTS REPRESENTING THEIR GRIEVANCES TO NON-OFFICIAL MEMBERS OF THE INDIAN LEGISLATURE.

1557. ***Mr. W. M. Hussanally** : (a) Is it a fact that the Under Secretary of State announced in the House of Commons sometime back that it was no offence for any public servant to represent his grievances to non-official Members of the Indian Legislatures ?

(b) Have the Government of India and Local Governments issued circulars debarring their servants from laying their grievances before such Members ? If so, why ?

(c) Are Government prepared to consider the question of cancelling the circular in question and advising Local Governments to do the same ?

The Honourable Sir Alexander Muddiman : (a) The answer given to the question on the subject asked in the House of Commons was to the effect that the Secretary of State was not aware of any rule prohibiting any Government servant in India from bringing his grievances to the notice of non-official Members of the Legislatures, provided that in doing so he does not infringe rule 17 of the Government Servants' Conduct Rules.

(b) The Government of India have issued no orders which do not accord with the statement referred to above. They have no information as to what orders may have been issued by Local Governments.

(c) No.

Mr. T. C. Goswami : Will the Government be pleased to obtain information from the Local Governments on the subject ?

The Honourable Sir Alexander Muddiman : No, Sir.

THE LEE COMMISSION'S REPORT.

1558. **Mr. H. G. Cooke** : Will Government be pleased to state what procedure will be followed in considering and deciding upon the Report of the Royal Commission on the Public Services and when do they expect that orders will be issued on the Commission's recommendation ?

The Honourable Sir Alexander Muddiman : As explained in the debate last Monday, the Indian Legislature will be given full opportunity

of discussing the conclusions of the Report in the September session. Meantime the Government of India will proceed with their own examination of these questions and will obtain the views of Local Governments. It may be hoped that it will be possible to issue orders on the main recommendations soon after the conclusion of the September session.

CONTRACTS OF TELEGRAPHISTS.

1559. ***Mr. K. Rama Aiyangar** : (a) Will the Government be pleased to lay on the table the terms of any contract on which telegraphists are recruited and trained ?

(b) Are there any Government or departmental orders that telegraphists ought not to be employed or transferred to the postal or the combined Postal and Telegraph Services ?

Mr. H. A. Sams : (a) There is no contract on which Telegraphists are recruited and trained. A copy of the prospectus of the Telegraph Branch of the Post and Telegraph Department and a copy of the declaration to be signed by a recruit on joining a training class, are laid on the table.

(b) No.

POSTS AND TELEGRAPHS.

Pay and Prospects in the Traffic, Electrical and Engineering Establishments of the Telegraph Branch.

The pay and prospects have now been greatly improved and the following prospectus is published in order to show intending candidates the career which this Department offers them.

2. The Signalling Establishment of the Traffic Branch comprises two Services ; General and Station. Men in the General Service are liable to transfer anywhere in India or Burma, whereas Telegraphists (whether men or women) in the Station Service are immune from transfer (except in the case of grave public emergency) outside the station to which their service is attached. All candidates must go through a course of training in a recognised Telegraph Training class and must pass a qualifying examination before appointment as Telegraphists. There are two kinds of training classes :

- (1) Government Training classes.
- (2) Training classes in certain approved schools.

Instruction in a Government Training class usually lasts for twelve months and candidates are accepted between the ages of 16 and 20 years. They receive, while under training, an allowance of Rs. 20 a month. The system of Training classes in approved schools is different. Candidates between the ages of 16 and 18 years, who elect for the Telegraph Service, are generally given a two years' course in Telegraphy which takes the place of certain subjects in their ordinary school curriculum. At the end of the course they have to pass a qualifying test. For every candidate passed out from an approved school training class and admitted into the Department as a General Service Telegraphist, a bonus of Rs. 100 is paid to the school and Rs. 60 to the candidate, and for each admitted as a Station Service Telegraphist, a bonus of Rs. 70 is paid to the school and Rs. 40 to the candidate. The qualifying test in signalling is 20 words a minute in all subjects except in punching and reading Wheatstone perforated tape, for which the minimum qualifying speed is 15 words a minute. Only boys or girls of good character and health and fair all-round education are accepted. Girls are recruited for the Station Service only.

3. Those candidates who pass the final tests must commence their service as telegraphists and the rates of pay are given in the following statement :

Year.	General Service (men).	STATION SERVICE.	
		At CALCUTTA, RAN- GOON, BOMBAY, MADRAS AND KARA- CHI (" A " SER- VICE).	At ANY OTHER PLACE WHERE ADOPTED (" B " SER- VICE).
		Scale sanctioned for men and women alike.	Scale sanctioned for men and women alike.
	Ra.	Ra.	Ra.
1	80	70	60
2	85	75	65
3	90	80	70
4	95	85	75
5	100	90	80
6	110	95	85
7	120	100	90
8	130	105	95
9	140	110	100
10	150	115*	105*
11	160	120	110
12	170	125	115
13	180	130	120
14	190	135	125
15	200*	140	130
16	210	145	135
17	220	150	140
18	230	155	145
19	240	160	150
20	250	..	

* Indicates efficiency bar.

4. Telegraphists are eligible for promotion to the grade of Telegraph Master and thereafter to that of Deputy Superintendent in the Traffic establishment and for appointment as officers in the Superior Traffic Branch. They are also eligible for appointment to the Electrical and Engineering establishments, for which men are selected from the Traffic Establishment early in their service, and after undergoing a special course of training and passing specified examinations they are appointed Engineering Supervisors or Electrical Supervisors. The pay of the several grades in the Supervising Traffic and in the Electrical and Engineering establishments is given below, but is subject to revision in accordance with such rules and regulations as Government may issue from time to time.

TRAFFIC ESTABLISHMENTS.

(a) Pay of Telegraph Masters (353 appointments) :

(i) General Service (283 appointments)—Rs. 275 a month rising by annual increments of Rs. 10 to Rs. 325.

(ii) Station Service :

(a) ("A" Service—33 appointments)—in Calcutta, Bombay, Madras, Karachi and Rangoon—Rs. 200 a month rising by annual increments of Rs. 10 to Rs. 250.

(b) ("B" Service—37 appointments)—in Lahore and Agra or any other station where the Director General may decide to introduce the Service—Rs. 180 a month rising by annual increments of Rs. 10 to Rs. 230.

(b) Pay of Deputy Superintendents :

Deputy Superintendents, 2nd class (34 appointments)—Rs. 350—20—450.

Deputy Superintendents, 1st class (20 appointments)—Rs. 500—20—600.

(c) Pay of Officers in the Superior Traffic Branch :—

(i) Superior Traffic Branch, Second Division :—

36 officers Rs. 350—20—550—30—700.

(ii) Superior Traffic Branch, First Division :—

14 officers Rs. 800—60—1,400.

(iii) Deputy Director General, Telegraph Traffic—Rs. 1,750—100—2,150.

NOTE.—Officers of the Superior Traffic Branch are recruited as far as possible from the upper subordinate and subordinate staff.

ELECTRICAL ESTABLISHMENT.

(a) Pay of Electrical Supervisors (48 appointments)—Rs. 80—5—100—10—250—20—350.

(Scale pay of General Service Telegraphists of the Traffic establishment from Rs. 80 to Rs. 250, rising further by annual increments of Rs. 20 to Rs. 350. In addition Electrical Supervisors receive an allowance of Rs. 40 a month subject to the condition that the pay *plus* this allowance must not exceed Rs. 350.)

(b) Pay of Deputy Assistant Electricians :—

Deputy Assistant Electrician, 2nd class (9 appointments)—Rs. 350—20—450.

Deputy Assistant Electrician, 1st class (5 appointments)—Rs. 500—20—600.

(c) Pay of Assistant Electricians :

3 officers Rs. 350—20—550—30—700.

ENGINEERING ESTABLISHMENT.

(a) Pay of Engineering Supervisors, General and Telephones (109 appointments)—Rs. 80—5—100—10—250—20—350.

(Scale pay of General Service Telegraphists of the Traffic establishment from Rs. 80 to Rs. 250, rising further by annual increments of Rs. 20 to Rs. 350. In addition Engineering Supervisors receive an allowance of Rs. 40 a month subject to the condition that the pay *plus* this allowance must not exceed Rs. 350.)

(b) Pay of Deputy Assistant Engineers :—

Deputy Assistant Engineer, 2nd class

(37 appointments) Rs. 350—20—450. ..

Deputy Assistant Engineer, 1st class

(20 appointments) Rs. 500—20—600. ..

(c) Pay of Assistant Engineers :—

12 officers Rs. 350—20—550—30—700.

(5) Pay of the Superior Engineering establishment :

Year.	SENIOR SCALE.				JUNIOR SCALE.			
	Pay.	Technical allowance.	Over-seas allowance.	Total.	Pay.	Technical allowance.	Over-seas allowance.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1st .. ..	..	..	..	..	300	75	150	525
2nd .. ..	..	..	..	..	350	75	150	575
3rd .. ..	..	..	..	..	400	75	150	625
4th	550	75	150	775	450	75	150	675
5th	550	75	150	775	450	75	150	675
6th	600	75	150	825	500	75	150	725
7th	650	75	150	875	550	75	150	775
8th	650	75	200	925	550	75	200	825
9th	700	75	200	975	600	75	200	875
10th	750	75	200	1,025	650	75	200	925
11th	800	75	200	1,075	700	75	200	975
12th	850	75	250	1,175	750	75	250	1,075
13th	900	75	250	1,225	800	75	250	1,125
14th	950	75	250	1,275	850	75	250	1,175
15th	950	75	250	1,275	900	75	250	1,225
16th	1,000	75	250	1,325	..	..	..	..
17th	1,050	75	250	1,375	..	..	..	..
18th	1,100	75	250	1,425	..	..	..	..
19th	1,150	75	250	1,475	..	..	..	..
20th	1,200	75	250	1,525	..	..	..	..
21st	1,290	75	250	1,525	..	..	..	..
22nd	1,250	75	250	1,575	..	..	..	..
23rd	1,250	75	250	1,575	..	..	..	..
24th and after ..	1,300	75	250	1,625	..	..	..	..

(6) The technical allowance is admissible to all officers recruited in Europe, whether Europeans or Indians. The overseas allowance will be admissible only to officers of non-Indian domicile, subject to the proviso that Indians recruited in England up to and including the year 1924 will receive this allowance. Both the allowances will be reckoned as pay for all purposes of the Civil Service Regulations.

(ii) Pay on the junior scale will be drawn by officers holding charges of less importance than a divisional charge but no such officer will be allowed to draw more than the pay of the 9th year of service on the junior scale unless he is reported to be fully qualified for the charge of a division. Pay on the senior scale will be drawn by the officers holding charges of not less importance than the charge of a division.

Directors Rs. 1,750—100—2,150.

Chief Engineer Rs. 2,750—125—3,000.

NOTE.—One-half of this Engineering Establishment is recruited from England, one-fourth from Indian Engineering Colleges and one-fourth by promotion from the grades of Assistant Engineers, Assistant Electricians and Upper Subordinates of the Engineering Establishment.

G. R. CLARKE,

Director-General of Posts and Telegraphs.

CALCUTTA ;

The 8th September, 1921.

POSTS AND TELEGRAPHS.

Declaration to be signed by Probationers on joining a Departmental Training Class.

I hereby declare that it is my wish to enter the Station service of the Telegraph Department and that—
General

(2) I thoroughly understand the rules regarding probationers contained in Chapter II of the Telegraph Manual, Volume II, as well as those herein laid down, and I agree to be bound by them and obey them or any additions or alterations to them which may, from time to time, be ordered by the Director-General.

(3) I have read the Telegraph Act, the Indian Official Secrets Act, and the Government Servants' Conduct Rules contained in Appendix No. 8 to the Telegraph Manual, Volume I, and clearly understand that I become liable to the provisions and penalties therein on joining the Training Class.

(4) I undertake to serve for at least three years in the Department after I pass out of the class.

(5) I elect for Station Service at.....place provided there is accommodation available there at the time of my appointment as a telegraphist, or else I shall be prepared to elect for another place where I can be accommodated.

(6) I am further aware—

(i) That probationers are liable to summary dismissal from the class for misbehaviour, such as drunkenness, insubordination or any other serious offence, and they are also liable to be punished for minor offences exactly in the same way as telegraphists are.

(ii) That probationers who fail to show sufficient progress in their studies, or are unpunctual or irregular in attendance, will be liable to removal from the class.

(iii) That any probationer may, with the sanction of the Postmaster-General, be called upon to assist in the work of a signal office when necessary without extra remuneration.

(iv) That probationers are not entitled to any leave with allowance during the period of their training, except casual leave for a few days (not as a rule exceeding three days nor as a rule more than once in the same month, nor exceeding fifteen days in the whole period of training) which may be granted by Instructors in charge of Training classes. If leave has to be taken on medical certificate, it will be without allowance.

(v) That all probationers must be clean and neatly dressed when attending the classes.

(vi) That the limits of Station service are as defined in paragraph 65 of the General Telegraph Manual, Volume II.

- (ii) whether any such Railway appoints Indians to the Upper Subordinate grades on an equal footing with Europeans and Anglo-Indians as regards scales of pay and other facilities ?

Mr. C. D. M. Hindley : (a) Yes, but the statement quoted requires to be read with the context in order to appreciate its proper meaning.

(b) (i) and (ii). There is no uniform practice for appointments to the Upper Subordinate grades as local conditions and the local supply of personnel varies in different parts of the country. Further different methods have to be applied for recruiting to the different departments. Speaking generally, appointments in the Upper Subordinate grades are made by selection from those who have worked their way through the lower ranks and have thus acquired the necessary qualities and experience.

It should, however, be mentioned that in the Engineering Department of State Railways all Upper Subordinates appointed from Roorkee and the Bengal Engineering College draw the same pay regardless of nationality. If, however, the Honourable Member is referring specially to workshops, as would seem to be implied by his mention of Chargemen and Foremen, it may be mentioned that some Local Governments are co-operating with the big railway administrations in the establishment of Mechanical Engineering Colleges with the idea of training Indians of a better educational standard for filling the Upper Subordinate appointments in highly organised workshops.

As regards the Traffic Department, I may mention as an instance of the kind of training to which the Honourable Member refers that the G. I. P. Railway are now about to introduce a scheme of training whereby selected Indian youths, who have satisfactorily passed through a course in mechanics at a technical institute or college, will be trained for ultimate promotion to the Upper Subordinate grades of the Transportation Department.

The solution of the whole problem, however, is to be found in providing better means of training for all the members of the subordinate staff, and the Railway Board are now carrying out an important initial stage in this process by establishing an adequately equipped training school at Chandausi.

EUROPEANS, ANGLO-INDIANS AND INDIANS EMPLOYED IN VARIOUS CAPACITIES ON THE PRINCIPAL RAILWAYS IN INDIA.

1506. ***Mr. K. C. Neogy :** Will Government be pleased to state for each of the principal Railways in India :

- (a) the present proportion of European or Anglo-Indian and Indian employees as (i) Drivers, Foremen and Chargemen in the Locomotive Department ; Carriage Inspectors and Electricians in the Carriage and Wagon Departments ; Signal Inspectors, Permanent Way Inspectors, and clerk of Works in the Engineering Department ; and Supervising Station Masters, Traffic Inspectors, Claims Inspectors, and Travelling Ticket Inspectors in the Traffic Department ; and

- (b) the different scales of pay open to these two classes of employees (European or Anglo-Indian and Indian) ? On what grounds is this distinction in scales of salary based ?

Mr. C. D. M. Hindley : (a) The collection of the information asked for would entail an inordinate amount of labour and expense and the Government do not propose to ask Railway Administrations to furnish it.

(b) I would invite the Honourable Member's attention to the reply given to a somewhat similar question, No. 1308, put by Mr. N. M. Joshi on the 6th June, 1924.

EMPLOYMENT OF INDIANS AS FOREMEN, CHARGEMEN, ETC., ON RAILWAYS.

1507. ***Mr. K. C. Neogy :** (a) Is it a fact that in certain Railways, some of the appointments, such as Foremen, Chargemen, Carriage Inspectors, Permanent Way Inspectors, etc., are practically closed to Indians ?

(b) Is it a fact that the North-Western Railway entertains only Europeans and Anglo-Indians as apprentices on training as Signal Inspectors ?

(c) Has the attention of Government been drawn to a notification published in the Bengal Nagpur Railway Gazette, dated the 26th May, 1923, by the Chief Mechanical Engineer inviting applications from Europeans and Anglo-Indians for apprenticeship in the Kharagpur Locomotive, Carriage and Wagon and Electric shops ?

Mr. C. D. M. Hindley : (a) There is nothing so far as Government are aware in the rules on State Railways which debars Indians from filling any of these appointments if fitted to do so. Moreover all Railway Administrations have been made aware of the policy of Government that Indians should be increasingly employed in all departments of railway working and the Government are confident that they will carry out this policy.

(b) No, it is not a fact. In December, 1923, there were under training three Europeans and Anglo-Indians and three Indians.

(c) I would draw the Honourable Member's attention to the reply to Question No. 28 asked by Babu Braja Sundar Das on the 2nd July, 1923.

ADMISSION OF INDIAN GRADUATES AS APPRENTICES TO THE EAST INDIAN RAILWAY WORKSHOPS AND LABORATORY AT JAMALPUR.

1508. ***Mr. K. C. Neogy :** (a) Is it a fact that in 1920, a number of Indian graduates were admitted as apprentices in the workshops and the laboratory of the E. I. Railway at Jamalpur ?

(b) If so, what were the terms on which they were taken in as apprentices, and for what period ? Was any assurance of future employment given to them ?

(c) How many of these persons have been provided with employment, in what capacities, and on what scales of pay ?

(d) Are similar graduate apprentices admitted at present by the East Indian Railway ? If so, for what appointments are they trained, and with what prospect of employment ?

(e) Are these apprentices required to prove their capacity for controlling labour? How many of them have been refused employment on account of their failure to prove such capacity; and how many European and Anglo-Indian apprentices have been refused employment for the same reason during the same period?

(f) What opportunity is given to the apprentices to control labour during their period of training, and what scrutiny is made into their capacity for controlling labour? Is such scrutiny made equally in the case of Europeans, Anglo-Indians and Indians?

(g) Is it a fact that on the occasion of the strike on the E. I. Railway in 1922, a number of these Indian apprentices were sent to Dinapore, Jhajha and other places to assist the Loco staff in the running of trains, and that their work on that occasion was commended by the Loco Superintendent?

Mr. C. D. M. Hindley : Government have not the information, but are making inquiries and will send a reply to the Honourable Member later.

GRANT OF A STATE SCHOLARSHIP TO AN INDIAN GRADUATE LATELY EMPLOYED AS AN APPRENTICE IN THE JAMALPUR WORKSHOP OF THE EAST INDIAN RAILWAY.

1509. ***Mr. K. C. Neogy :** Is it a fact that one of the Indian graduate apprentices of the E. I. Railway mentioned in the foregoing question, who was declared incompetent by the Railway authorities after his training, has been lately awarded a scholarship by the Government of India for the study of metallurgy in England?

The Honourable Sir Bhupendra Nath Mitra : A State scholarship for the study of metallurgy in England has been granted this year on the recommendation of a Selection Committee to a candidate who was lately employed as an apprentice in the Jamalpur workshop of the East Indian Railway. Government are not aware that he was declared incompetent by the Railway authorities. His certificates showed that he satisfactorily completed his term of apprenticeship and was discharged as there was no vacancy for him.

EXPENDITURE ON RAILWAY SCHOOLS.

1510. ***Mr. K. C. Neogy :** What is the amount of expenditure annually incurred by each of the principal Railways in aid of the education of the children of its employees; and how much per head of the European and Anglo-Indian employees does the total amount thus spent by a Railway on the education of their children, work out, and how much similarly in the case of its Indian employees?

Mr. C. D. M. Hindley : A statement showing the expenditure incurred by the principal Railways on education in 1922-23 is laid on the table.

The accounts do not separate the expenditure between Indians and other schools and it is not possible therefore to give the further information asked for.

Statement showing expenditure on Railway schools including contributions from Railway funds to other schools during 1922-23.

Railways.	Amount. Rs.
Assam Bengal	10,610
Bengal Nagpur	65,169
East Indian	1,80,483
Great Indian Peninsula	1,24,623
Bombay, Baroda and Central India	67,012
Bohilkund and Kumaon	2,873
Bengal and North-Western	13,183
Burma	9,726
South Indian	37,975
Madras and Southern Mahratta	72,006
North-Western	1,81,822
Eastern Bengal	10,219
Oudh and Rohilkhand	61,801
Total	8,37,502

ANNUAL STIPENDS GRANTED BY THE EASTERN BENGAL RAILWAY TO THE CHILDREN OF EUROPEAN, ANGLO-INDIAN AND INDIAN EMPLOYEES ATTENDING HILL SCHOOLS.

1511. ***Mr. K. C. Neogv :** (a) What are the maximum and minimum amounts of annual stipend granted to a son of a European or Anglo-Indian employee as Hill School allowance by the E. B. Railway ?

(b) What are the corresponding amounts of allowance granted to sons of Indian employees in the same Railway ?

(c) Will Government be pleased to make a similar comparative statement about the maximum and minimum annual expenditure incurred on an individual boy, European or Anglo-Indian and Indian respectively, by each of the other principal Railways ?

(d) Under what head in the railway budget is the expenditure shown by the different Railways ?

Mr. C. D. M. Hindley : (a) and (b). Information in the form asked for is not available ; but I lay on the table a note showing the limits up to which the assistance is given by the Eastern Bengal Railway to its employees for the education of their children.

(c) The Government are not prepared to do this. Each Railway has its own special arrangements which are not comparable and the collection of the information from all lines would involve labour which the result would not justify.

(d) Working Expenses, Abstract G, Special Miscellaneous Expenditure.

Children of European and Anglo-Indian employees reading in—

(1) *Hill boarding schools.*—Total amount of tuition fees billed for by the school authorities as passed by Agent minus $7\frac{1}{2}$ per cent. of the employee's salary for one child, $12\frac{1}{2}$ per cent. for two children and 15 per cent. for more than 2 children.

(2) *Grant-in-aid to Plains Schools.*—Rs. 2 per child paid to the school authorities.

(3) *Lump sum monthly grants* of Rs. 300, Rs. 200, Rs. 150 and Rs. 75, respectively, to the European Day Schools at Kanchrapara, Calcutta, Saidpur and Katihar.

Children of Indian employees—

(1) *Monthly grant-in-aid to schools in the plains.*—Annas eight per child. In the case of High Schools at Bijpur (Kanchrapara) and Saidpur Re. 1 per child.

UTILIZATION OF THE FINES FUND ON THE BENGAL NAGPUR RAILWAY FOR PROVIDING OUTFIT ALLOWANCES FOR CHILDREN OF EMPLOYEES ATTENDING HILL SCHOOLS.

1512. ***Mr. K. C. Neogy** : (a) Has the attention of Government been drawn to a notification under Standing Order No. 46 of the B. N. R., published in the B. N. R. Gazette, dated the 10th March 1923, to the effect that advances for the outfit of the children of the employees of the Railway attending hill schools would be given at the following rates, out of the Fines Fund :

Up to Rs. 120—for first entrance to a hill school.

Up to Rs. 80—for subsequent renewal of equipment ?

(b) Are similar advances for equipment allowed to the children of Indian employees ?

(c) Is it a fact that the bulk of the Fines Fund is contributed by the subordinate Indian employees of the railway ?

Mr. C. D. M. Hindley : (a), (b) and (c). Government have no information. The transactions of the Fine Fund on Companies' Railways are outside Government accounts and control and disbursements or advances therefore are made solely at Agents' discretion.

INDIAN POPULATION IN HONG KONG.

1513. ***Captain Ajab Khan** : Reference the reply to starred question No. 194 on the 5th February 1924 *re* Indian population in the Crown Colony of Hong Kong, will the Government be pleased to state :

(a) In what Department of the Colony are Indians eligible for service and to what limits they can rise ?

(b) Has any Indian ever been promoted to a superior post (posts usually filled by members of the Colonial Civil Service) ?

(c) Are any Indians employed as shipguards on board the boats engaged in coastal and interior river trade in China and if so, how many Indians have lost their lives in fighting the pirates while on duty since 1919 ?

(d) Are the dependents of those, who lost their lives in fighting the pirates on board these ships, given any remuneration or pension by their employers ?

(e) Is there any recognized Indian representative in Hong-Kong who is consulted and has a voice in the local affairs or Legislature pertaining to Indian interests ?

(f) What is the strength of Hong-Kong Police force and the number of Indians in it ? What is the highest post to which an Indian can rise in the force ?

Mr. J. W. Bhore : The Government of India have no information, but will make inquiries.

APPOINTMENT OF MUHAMMADANS TO THE INDIAN CIVIL SERVICE AND THE IMPERIAL POLICE.

1514. ***Maulvi Muhammad Yaqub** : (a) Are the Government aware that the Musalmans have failed to secure any post in the Indian Civil Service through the competitive examination since it was started in India ?

(b) Are the Government aware that only two Mussalman candidates, one in Bihar and one in the Punjab, have so far succeeded in the competitive examination of the Imperial Police Service since it was started in India ?

(c) Are the Government prepared to consider the question of reserving a certain fixed proportion of posts for Mussalmans in the services mentioned above to be competed for by the Mussalmans ?

The Honourable Sir Alexander Muddiman : (a) It is a fact that no Mussalman has obtained one of the appointments advertised as open to competition. But two Mussalmans have been nominated to appointments in the Indian Civil Service as a result of the examination.

(b) No. In the years 1922 and 1923 four Mussalmans gained appointments as the direct result of the competitive examination, two in the Punjab, one in Bihar and Orissa, and one in the North-West Frontier Province. This year's results are not complete.

(c) The existing system is devised to secure to some extent representation of the various provinces and communities and the Government of India have no present intention of modifying it in this respect.

PERMISSION TO SCHOLARS TO HAVE ACCESS TO CERTAIN GOVERNMENT OF INDIA RECORDS.

1515. ***Maulvi Muhammad Yaqub :** (a) Are the Government aware that a scholar of the Allahabad University, who wanted to conduct research work in History, was refused permission to have access to the Government of India records of the 18th century preserved at Calcutta ?

(b) Do the Government propose to issue orders that the records mentioned in part (a) be open for consultation by the scholars carrying on research work in historical and literary subjects ?

Mr. J. W. Bhore : (a) The scholar referred to has been allowed to have access to the records of the period mentioned, with the exception of certain records of a confidential nature which are not open to inspection by the public.

(b) Documents required for *bonâ fide* historical research are open to inspection by the public subject to the rules which have been framed for the purpose and have always been strictly enforced. Government are not prepared to agree to any relaxation of the rules in the present case.

Maulvi Muhammad Yakub : Was the scholar from Allahabad whose name is Ballacharya, M.A., allowed to inspect the non-confidential records ?

Mr. J. W. Bhore : That is my information.

Maulvi Muhammad Yakub : The information which I have received is to the contrary.

LITIGATION BETWEEN THE EAST INDIAN RAILWAY AND ONE HEMANTA KUMAR SARKAR.

1516. ***Mr. Amar Nath Dutt :** Is it a fact that the East Indian Railway is carrying on litigation with one Hemanta Kumar Sarkar and have been unsuccessful in the criminal courts in their attempt to oust him from the land, leased to him ? Is there any objection to allow him to hold the lands till the same is not required for the use of the East Indian

Railway ? Do the Government intend to terminate the lease by further litigation ? If so, why ?

Mr. C. D. M. Hindley : Government have no information of the litigation mentioned or its result. The leasing of land which is not required immediately for railway purposes is within the discretion of Railway Administrations and Government do not propose to interfere.

EXTENSION OF THE TARKESSAR BRANCH OF THE EAST INDIAN RAILWAY FROM TARKESSAR TO THE DAMODAR EMBANKMENT.

1517. ***Mr. Amar Nath Dutt :** Will the Government be pleased to state, whether there is any proposal, to extend the Tarkessar Branch of the East Indian Railway from Tarakessar to the Damodar embankment, a distance of 3 miles ? If not, do the Government intend to take up the proposal, after making necessary inquiry ?

Mr. C. D. M. Hindley : A petition from the local inhabitants praying for this extension was received some time back and forwarded to the local railway authorities for disposal. As Government have received no information either from the local or the railway authorities to show that the line is urgently needed, they do not at present contemplate any further action in the matter.

GRIEVANCES OF THIRD CLASS PASSENGERS ON THE LOCAL HOWRAH TO BURDWAN SERVICE ON THE EAST INDIAN RAILWAY.

1518. ***Mr. Amar Nath Dutt :** (a) Has the attention of the Government of India been drawn to correspondence in the "Servant" of the 26th February 1924, complaining about the inconvenience of 3rd class passengers for want of urinals in the local trains between Howrah and Burdwan on the East Indian Railway ? Do the Government propose to take steps to remedy the defects ?

(b) Has the attention of the Government been drawn to the complaint in the same article, about the serious danger to which passengers are exposed in boarding trains in the Howrah-Burdwan chord line of the East Indian Railway for want of raised platforms and do the Government propose to remedy the defect ?

Mr. C. D. M. Hindley : (a) and (b). Government have not seen the correspondence referred to which does not appear to have been published in the issue of the paper quoted by the Honourable Member. In any case complaints of the nature mentioned in the Honourable Member's question are essentially matters which Government have no doubt that the Agent will discuss with his Local Advisory Committee when brought to his notice.

Mr. Amar Nath Dutt : Will the Honourable Member please receive from me a copy of the cutting, because I think the mistake arose in this way. Government might have seen the *dak* edition of the paper of that date.

Mr. Chairman : I cannot allow the Honourable Member to make a statement.

Mr. C. D. M. Hindley : May I make a suggestion ? It has been suggested to me that the date mentioned by the Honourable Member refers to a different edition of the paper to that which we have examined.

If that is so, and if the Honourable Member will hand the cutting to me, I will pass it on to the Agent of the East Indian Railway.

Mr. Amar Nath Dutt : Yes ; I am handing it over.

COMPLAINTS *re* THE TIMINGS OF CERTAIN DOWN LOCAL TRAINS BETWEEN HOWRAH AND BURDWAN ON THE EAST INDIAN RAILWAY.

1519. ***Mr. Amar Nath Dutt** : Has the attention of the Government been drawn to the correspondence in the " Amrita Bazar Patrika " of the 20th January 1924, complaining about the timing of certain Down local trains between Howrah and Burdwan on the East Indian Railway, on Sundays ? Do the Government propose to have the timings changed to suit the convenience of the passengers ?

Mr. C. D. M. Hindley : Government have seen the correspondence referred to. They understand that questions of changes in time tables to suit local convenience are amongst the subjects on which the Agent consults his Local Advisory Committee who have knowledge of the local needs and conditions. They have no doubt that the Agent will have already had his attention drawn to the newspaper complaint referred to.

REPEAL OF REPRESSIVE LEGISLATION.

1520. ***Mr. Amar Nath Dutt** : Will the Government be pleased to state, what steps, if any, have been taken, to repeal the Bengal Regulation III of 1818, the Criminal Law Amendment Act, and other Repressive Laws and Regulations, as recommended by this Assembly in its Resolution passed on the 20th of March, 1924 ?

The Honourable Sir Alexander Muddiman : The Governor General in Council has taken no action on the Resolution for the reasons explained by the Honourable Sir Malcolm Hailey in the course of the debate.

STAFF COUNCILS ON THE GREAT INDIAN PENINSULA RAILWAY.

1521. ***Mr. N. M. Joshi** : (a) Will Government be pleased to state whether the Staff Councils on the lines of the Whitley Councils in England have been introduced on the Great Indian Peninsula Railway ? If so, when ? if not, why not ?

(b) If the answer to the earlier portion of (a) above be in the affirmative, will Government be pleased to place a copy of the constitution of the Staff Councils on the table or make it available to the Members of the Assembly ?

(c) Will Government also state whether these Staff Councils are elected or nominated bodies and how many of the nominated members on each Council are Indians, Anglo-Indians and Europeans respectively ?

Mr. C. D. M. Hindley : (a) The Railway Administration reported in January last that they were being introduced.

(b) and (c). The Agent is being asked for a copy of the constitution which will be placed in the Library.

EUROPEAN, ANGLO-INDIAN AND INDIAN EMPLOYEES ON THE GREAT INDIAN PENINSULA RAILWAY.

1522. ***Mr. N. M. Joshi** : Will Government be pleased to state how many of the total number of the Great Indian Peninsula Railway employees are Indians, Anglo-Indians and Europeans respectively ?

Mr. C. D. M. Hindley : Government have no later figures than those already published in Annexures A and B of the Budget Memorandum for 1924-25, a copy of which was supplied to all Members of the Assembly.

DISCHARGE OF MR. NURUN NABI, AN EMPLOYEE OF THE GREAT INDIAN PENINSULA RAILWAY.

1523. ***Mr. N. M. Joshi :** (a) Will Government be pleased to state whether it is a fact that Mr. Nurun Nabi, an employee of the Great Indian Peninsula Railway serving as a signaller at Agra, Belanganj, was given a notice of discharge on the 7th April 1924 without specifying any reason for the step ?

(b) If the answer to (a) be in the negative, will Government be pleased to inquire into the matter and state the result of their inquiry ?

Mr. C. D. M. Hindley : (a) and (b). This is a purely domestic matter with which the Company's officers are competent to deal and Government are not therefore prepared to interfere.

EXCESS FARE EARNINGS OF TICKET COLLECTORS ON THE EASTERN BENGAL RAILWAY.

1524. ***Mr. N. M. Joshi :** (a) Will Government be pleased to state whether it is a fact that Mr. A. R. G. Lilly, District Traffic Superintendent of the Eastern Bengal Railway was pleased to pass the following order, No. E.G.-250, dated the 12th December 1923, on the Ticket Collectors of a certain section of that Railway ?

" Station Masters are hereby advised that the excess fare earnings of the Ticket Collectors at their (sic.) " are not as satisfactory as they should be.

A Register showing excess fare earnings of all Ticket Collectors on this district is maintained in this office and the earnings of each Ticket Collector is very minutely scrutinized personally by the undersigned.

It is specially noted that the earnings of the Ticket Collectors at Dinajpur and Rangpur are extremely unsatisfactory.

Experiments by changing Ticket Collectors at certain Stations have shown that the amount of excess fare could be considerably increased and the standard monthly earning of each Ticket Collector should be Rs. 100.

Every Ticket Collector should do his best to maintain this standard and those who will not be able to show satisfactory collections, will be taken off from the list of Ticket Collectors and reduced to Tally Clerks.

This is the final warning to the Ticket Collectors and the undersigned hopes to see an immediate improvement in the earnings of the Ticket Collectors."

(b) If the answer be in the affirmative, will Government be pleased to state under what Act or rules such orders are permissible ? If not so permissible, what steps have Government so far taken or do they propose to take in the matter ?

Mr. C. D. M. Hindley : Government have no information but will make inquiries.

DUTIES OF POINTSMEN ON THE BENGAL AND NORTH WESTERN RAILWAY.

1525. ***Mr. N. M. Joshi :** (a) Will Government be pleased to state whether it is a fact that the pointsmen on the Bengal and North Western Railway besides doing their usual duty in respect of the points committed to their care, have to look after shunting, keeping watch, handling and making of packages, collecting tickets, sorting collected tickets, etc. ? If so, why so many duties of different kinds have been entrusted to one class of servants ? If not, what are the duties that these pointsmen perform ?

(b) Will Government be further pleased to state the scales of pay that the pointsmen get ?

Mr. C. D. M. Hindley : Government have no information and the matters referred to relate to the internal administration of a Company's Railway in which Government do not interfere.

LIABILITY OF POINTSMEN ON THE BENGAL AND NORTH WESTERN RAILWAY IN CASES OF RUNNING TRAIN THEFTS.

1526. ***Mr. N. M. Joshi :** Will Government be pleased to state whether it is a fact that in cases of "running train thefts" the Bengal and North Western Railway compels the pointsmen on duty to subscribe to the losses which the Company has to incur on account of suits for damages ? If so, under what law or rules are the pointsmen made to subscribe to these losses ?

Mr. C. D. M. Hindley : Government have ascertained that it is not a fact and the second part of the question therefore does not arise.

OFFICIAL RECOGNITION OF RAILWAY UNIONS OR ASSOCIATIONS.

1527. ***Mr. N. M. Joshi :** (a) Will Government be pleased to place on the table or make available to the Members of the Assembly copies of Rules and Regulations which different Railways in India, both State-managed and Company-managed, may have prepared under which official recognition is given to the Railway Unions or Associations ?

Mr. C. D. M. Hindley : The Railway Board circulated to the State-managed and the Company-managed railways the rules drawn up in October 1921 by the Government of India for the grant of official recognition to Associations of Government employees. Those rules were not drawn up with a view to publication, but if any Honourable Member is particularly interested in the question, a copy of them will be supplied to him for his personal information by the Home Department. The Railway Administrations generally considered that these rules were suitable for application to associations of their own employees. Government have no information in regard to local orders which may have been issued as such matters are necessarily left to individual administrations to decide.

NAMES OF RAILWAYMEN'S UNIONS OR ASSOCIATIONS RECOGNISED BY THE AUTHORITIES OF THE INDIAN RAILWAYS.

1528. ***Mr. N. M. Joshi :** (a) Will Government be pleased to place on the table or make available to Members, a statement giving therein the names of the Railwaymen's Unions or Associations which have been recognised by the authorities of the Indian Railways.

both State-managed and Company-managed, with the dates on which they were started, the total number of their membership, their present office-bearers and the conditions that the different Railway authorities may have imposed on them in order to give them recognition ?

(b) Will Government be also pleased to place on the table or make available to Members, another statement giving therein (i) the names of the Railwaymen's Unions or Associations which had approached the authorities of Indian Railways, both State-managed and Company-managed requesting the latter to give official recognition to them but which were refused such recognition and (ii) the reasons, in each case, on which such recognition was refused ?

Mr. C. D. M. Hindley : (a) A statement is laid on the table.

(b) Government have not the information. The question of recognising Associations of employees of Company Railways is necessarily left to individual Railway Administrations to decide.

Statement showing the names of the Railwaymen's Unions or Associations which have been recognised by the Authorities of the Indian Railways.

- (i) North-Western Railway Union.
- (ii) Eastern Bengal Railway Indian Employees Association.
- (iii) Bengal Nagpur Railway Indian Labour Union.
- (iv) Madras and Southern Mahratta Railway Traffic Superior Section Staff Union confined to Belgaum District.

Government have no information as to the membership, office-bearers, etc.

The recognition of the Oudh and Rohilkhand Railway Union has been withdrawn.

NON-RECOGNITION OF THE BENGAL AND NORTH WESTERN RAILWAYMEN'S ASSOCIATION.

1529. ***Mr. N. M. Joshi :** Will Government be pleased to state whether it is a fact that the Bengal and North Western Railwaymen's Association had approached, through representations and interviews, the Agent of the Railway and the Chairman of its Board of Directors requesting them to give it formal and official recognition ? If so, was it granted and when ? If not, why not ?

Mr. C. D. M. Hindley : The matter is one within the competence of the Railway Administration to deal with. It is understood that the Administration have not recognised the Association.

FORMATION OF DISTRICT COMMITTEES ON THE BENGAL AND NORTH WESTERN RAILWAYS.

1530. ***Mr. N. M. Joshi :** (a) Will Government be pleased to state whether it is a fact that the Agent of the B. and N. W. Railway informed the Honorary Secretary of the B. and N. W. Railwaymen's Association that he had arranged for the formation of District Committees on which all sections of the railway staff would be represented to investigate and report on all questions affecting the welfare of the staff ?

(b) If the answer to (a) be in the affirmative, will Government be pleased to state whether these District Committees have now come into existence ? If so, when ? If not, why not ?

(c) If the answer to the earlier part of (b) above be in the affirmative, will Government be pleased to lay a copy of the constitution of the District Committees on the table or make it available to the Members of the

Assembly? Will they also state whether these Committees are nominated or elected bodies?

Mr. C. D. M. Hindley : (a), (b) and (c). Government are aware that the Agent, Bengal and North-Western Railway, contemplates the formation of District Committees as a medium of communication between the Company and its staff. They have no information whether these Committees have actually been formed and their constitution and correspondence in connection therewith are matters of internal administration of a Company's Railway with which Government do not interfere.

IMPROVEMENT OF THE CONSTITUTION OF STAFF COUNCILS ON THE GREAT INDIAN PENINSULA RAILWAY.

1531. ***Mr. N. M. Joshi :** Will Government be pleased to state whether the G. I. P. Railway Staff Union had made some suggestions for improving the constitution of the Staff Councils? If so, did the G. I. P. Railway authorities take them into consideration? If not, why not?

Mr. C. D. M. Hindley : The Government have no information on the point.

GRANT OF COMPENSATORY ALLOWANCE TO THE OFFICERS AND SUBORDINATE STAFF OF THE GREAT INDIAN PENINSULA AND BOMBAY, BARODA AND CENTRAL INDIA RAILWAYS STATIONED IN BOMBAY.

1532. ***Mr. N. M. Joshi :** Will Government be pleased to state whether the G. I. P. and B. B. and C. I. Railways propose to sanction the payment of special compensatory allowance in view of the high cost of living in Bombay to their officers and subordinate staff on the lines on which the Government of Bombay have recently sanctioned such allowance to their officers and subordinate staff? If so, when?

Mr. C. D. M. Hindley : Proposals to grant the officers of the two railways special compensatory allowance have been received and are under the consideration of the Government of India. In the meantime as a temporary measure for a period of six months an allowance on a lower scale than that proposed has been sanctioned by the Government with effect from 1st April, 1924.

The subordinate staff are already in receipt of special allowance.

REVISION OF THE LEAVE RULES ON THE GREAT INDIAN PENINSULA RAILWAY.

1533. ***Mr. N. M. Joshi :** (a) Will Government be pleased to state whether it is a fact that, as stated in the G. I. P. Union Herald, the leave rules of the G. I. P. Railway staff have been revised under Standing Order No. 422 of the 14th March, 1924?

(b) Will they also be pleased to state whether it is a fact that in those leave rules, the racial distinctions, several times complained of by the Indian Staff, have been maintained and Indian subordinates are placed in the same category as Negroes? If so, will Government be pleased to state why these distinctions are allowed?

(c) Will Government be pleased to state why, under the new rules, sick leave on full pay is given to non-Indian Staff from the beginning of the service and to the Indian Staff after twenty years' service, and why the Home Board does not give full effect to the leave rules which it can

sanction to Indian subordinate staff under the existing Fundamental Leave Rules whereas it has done so in the case of non-Indian Staff ?

Mr. C. D. M. Hindley : (a), (b) and (c). Government have seen the paper referred to by the Honourable Member. They do not interfere in respect to details of Company's rules so long as they fall within the Fundamental Rules sanctioned by Government.

RESOLUTIONS OF THE WADI BUNDER BRANCH (BOMBAY) OF THE GREAT INDIAN PENINSULA STAFF UNION.

1534. ***Mr. N. M. Joshi :** Will Government be pleased to state whether their attention has been drawn to the Resolutions passed at the Annual General Meeting of the Wadi Bunder Branch (Bombay) of the G. I. P. Railway Staff Union which have appeared in the G. I. P. *Union Herald* on the 16th March 1924 ? If so, will they be pleased to state whether the Railway authorities have given, or propose shortly to give effect to any of their Resolutions ? If so, how ? If not, why not ?

Mr. C. D. M. Hindley : Government have seen the Resolutions. All of the matters referred to appear to be such as are within the competence of the Agent to deal with and Government are unable to say what action has been or will be taken in respect of them.

Maulvi Muhammad Yakub : May I put Question No. 1535, Sir, on behalf of Mr. Jinnah ?

Mr. Chairman : I find this question has already been replied* to ?

SUPERIOR APPOINTMENTS ON THE EAST INDIAN RAILWAY.

1536. ***Mr. T. C. Goswami :** (a) Is it a fact that on the East Indian Railway there are 5 appointments of Deputies to the General Traffic Manager on salaries of Rs. 1,850 to 2,000 per month, and that all these five posts are at present held by officers who were subordinates and promoted to the Superior Grade ; and is there any other Railway in India where subordinates have risen to such high administrative posts in this proportion ? How many, if any, of them are Indians ?

(b) Is it a fact that on the East Indian Railway, there are 15 appointments of District Traffic Superintendents, out of which 9 are at present held by officers who were "Subordinates" ? How many of them are Indians ?

(c) Is it a fact that, on the East Indian Railway, out of 43 appointments of Assistant Traffic Superintendents, more than half of the appointments are held by subordinates who have been promoted ; and is there any other Railway in India where subordinates have been permanently promoted to the Superior Grade in this proportion ? How many of those so promoted in the East Indian Railway are Indians ?

(d) Will Government be pleased to state what higher rates of salary than their substantive emoluments are usually given on the State Railways to "Subordinates" who are promoted and confirmed in the Superior Grade ?

(e) Is it a fact that promoted officers on the East Indian Railway have been confirmed on unusually high salaries during the last six years,

* Vide reply to Question No. 1367.

superseding many officers who have been appointed directly to the Superior Grade, and who have already put in a number of years' service in the Supervising Grade.

Mr. C. D. M. Hindley : (a) Yes. There are five superior appointments under the General Traffic Manager, E. I. R., on salaries of Rs. 1,850—50—2,000 per mensem. Their designations are as follows :

Chief Superintendent, Traffic Manager, Coal Manager, Coaching Superintendent, Rates and Development Manager.

Government have no information as to whether they were promoted from subordinate ranks nor whether the proportion is greater or less than other Railways. None of them are Indians.

(b) and (c). The number of appointments and the Indians employed will be seen at pages 168-170 of the Railway Board Classified List of Staff, a copy of which is in the Members' Library.

(d) The usual rule on State Railways is for an officer on promotion to draw the pay in the time scale next above his substantive pay, with increments as they accrue.

(e) The Government have no information—the Board of Directors of the E. I. R. have full power to select and to fix the pay of their officers, within the sanctioned scales.

Mr. T. C. Goswami : Are not the Government of India in touch with the East Indian Railway, since it is going to become a State Railway, in the near future ?

Mr. C. D. M. Hindley : Of course we are in touch with the East Indian Railway.

LOCAL TRAFFIC SERVICE ON STATE RAILWAYS AND ON THE EAST INDIAN RAILWAY.

1537. ***Mr. T. C. Goswami :** (a) Is it a fact that the Government of India have recently constituted, or propose to constitute, a " Local Traffic Service " on the State Railways, with effect from the 1st April 1922, which will take in all subordinates promoted from ranks to the Officers' grade and all fresh recruits to the Superior Service on and after 1st April, 1922.

(b) Has the East Indian Railway Administration also been asked to introduce the same scale ; and if so, are the State Railways' principles in this matter being strictly followed there (i.e., in the East Indian Railway) ?

(c) Have the Railway Board, in the case of Traffic Officers of State Railways, ordered the degradation—or " relegation " as it is called—of any of the Assistant Traffic Superintendents confirmed in their appointments before 1st April 1922, to the Local Traffic Service ?

If not, are Government aware of the reason or reasons why such a course is in contemplation on the East Indian Railway ?

(d) Are the Government prepared to postpone the creation of the " Local Traffic Scale " until the Assembly has had time to consider its merits ?

Mr. C. D. M. Hindley : (a) Yes, with effect from 1st April, 1921, particulars regarding the service on State Railways will be found in the

Government of India Railway Department Resolution No. 370-E.21, dated 31st August, 1921, a copy of which is placed on the table.

(b) The East Indian Railway Company were furnished with a copy of the Resolution and the Company themselves proposed to introduce a Local Traffic Service on their system on the lines of that existing on State Railways.

(c) No officers have been relegated to the Local Traffic Service on State Railways so far. The East Indian Railway propose to relegate those Officers who lack the essential qualification of fitness to hold charge of a District in accordance with the principles of the service.

(d) As stated in (a) the Local Traffic Service has already been introduced.

Copy of a Resolution by the Government of India, Railway Department (Railway Board), No. 370-E. 21, dated the 31st August 1921.

The Government of India have had under consideration the question of the constitution of a Local Traffic Service of Assistant Superintendents modelled on the lines of the new Provincial Engineering Service, and, with the sanction of His Majesty's Secretary of State for India, now authorise the introduction, with effect from the 1st April 1921, of :

- (1) the North Western Railway Traffic Service,
- (2) the Eastern Bengal Railway Traffic Service,
- (3) the Oudh and Rohilkhand Railway Traffic Service.

The following are the main features of the scheme :

The Superior Traffic Department of State Railways will, in future, consist of :

I.—The Superior Traffic Service, comprising :

- (i) Administrative Officers,
- (ii) District Traffic Superintendents,
- (iii) Assistant District Traffic Superintendents, and

II.—The Local Traffic Services named above, comprising :

- (i) Assistant Traffic Superintendents.

The Local Traffic Services will provide the greater number of the officers required for charges usually held by officers of lower rank than District Traffic Superintendent. The officers will be gazetted and designated Assistant Traffic Superintendents and will be recruited by the Railway Board, at their discretion, mainly from engineering and other technical colleges in India or by the promotion of selected subordinates. Further, any officers of the superior service who may have failed to show their fitness to hold a district charge but who are held to be efficient Assistant Traffic Superintendents will be offered appointments in this service, refusal on their part to join it necessitating their services being dispensed with. In connection with the organisation of the new service, the Railway Board will also, if necessary, appoint suitable candidates from other sources. Officers of the local services will not ordinarily be transferred from one State railway to another.

2. The Local Traffic Services will be non-pensionable and on a continuous time scale of pay of Rs. 250—20—750 with an efficiency bar at Rs. 550. The Railway Board will fix the initial pay to be drawn by recruits from any source.

3. Selected members of the Local Traffic Services will be eligible for advancement to the Superior Traffic Service and 20 per cent. of the number of superior posts open to the India recruited branch of the Superior Traffic Service will be allotted for this purpose. Officers thus promoted will be brought into the superior service on the rate of pay on the junior scale next above that which they were drawing in the local services and will count for seniority accordingly. While no restrictions are laid down regarding the age at which officers in the local services may be promoted to the Superior Traffic Service, ordinarily such promotion will have effect at an early period of their service.

4. The Agents of State Railways will be addressed separately in regard to the strength of the new local services, the revised traffic cadre now to be sanctioned for each line, the initial salary to be drawn by officers selected for appointment to the local services, the period of training and probation of new recruits, and other cognate matters.

ORDERED that this Resolution be forwarded to the officers noted below, for information, and that it be published in the *Gazette of India*, for general information :

The Agent, North Western Railway.

The Agent, Eastern Bengal Railway.

The Agent, Oudh and Rohilkhand Railway.

Ordered also that this Resolution be communicated to the Accountants General, Railways and Central Revenues, and to the Chief Auditors, North Western, Eastern Bengal, and Oudh and Rohilkhand Railways.

By order,
(Sd.) H. L. COLE,
Secretary, Railway Board.

Mr. T. C. Goswami : Has it been introduced on all the State Railways ?

Mr. C. D. M. Hindley : Yes, Sir.

APPOINTMENT OF A RATES TRIBUNAL FOR RAILWAYS.

1538. ***Mr. K. C. Neogy :** (a) Will Government please state what is the exact position at present in regard to proposal for the appointment of a Rates Tribunal for the Railways ?

(b) Will the proposed Tribunal be competent not only to deal with matters relating to railway rating but also to take cognizance of the case of undue preference in the matter of traffic facilities, as recommended by the Ackworth Committee in paragraph 158 of their Report ?

Mr. C. D. M. Hindley : The Honourable Member will find the answer to his questions on page 1529 of the Legislative Assembly Debates, Volume IV, No. 29, dated 12th March, 1924.

COUNTERVAILING DUTY ON SOUTH AFRICAN COAL.

1539. ***Mr. K. C. Neogy :** (a) Will Government please state if the question of a countervailing duty on South African coal, as announced by the Honourable Commerce Member in the Assembly on the 15th March last, has already been referred to the Tariff Board ?

(b) If not, will Government state why such industries as Cement, Paper, Printers' Ink, Boots and Shoes have already been referred to the Tariff Board in preference to coal ?

(c) If the reply to (a) be in the negative, when do Government propose formally referring the question of countervailing duty on South African coal to the Tariff Board ?

Will the Board's term of reference include the question of a higher duty on foreign coal generally ?

The Honourable Sir Charles Innes : The reference to the Tariff Board has been held up because Government have been considering whether they should not appoint an expert Committee to consider the whole question of the handling, shipment and marking of export coal

at the Kidderpore docks. I may mention for the Honourable Member's information that the coal trade in the last three months has made considerable progress in recapturing the Bombay market. 46,000 tons of Bengal coal were carried by sea to Bombay in the first three months of 1924.

ALLEGATIONS AGAINST THE COAL TRANSPORTATION OFFICER.

1540. *Mr. K. C. Neogy : (a) Has the attention of Government been drawn to a letter published in the Calcutta daily "Forward" of 13th May last over the signature of Mr. Kshitish Chandra Basu in which the correspondent makes several allegations against the Coal Transportation Officer particularly as regards the method of his interviewing callers and the disposal of business at his office ?

(b) (i) Is it a fact that letters and telegrams, from the trade and the public, even if repeated half-a-dozen times, are not attended to by the Coal Transportation Officer ? (iii) Is it a fact that inquiries made from Indian Mining Federation are not answered ? (iii) Is it a fact that files and letters are lost in the office ? (iv) Is it a fact that sanctions for wagons are more easily obtained through the agency of select representatives than by interviews and letters from the interested public ?

(c) Even if a part of the allegation referred to in (a), and (b) above are true, will the Government state what steps they propose taking in the matters ?

Mr. C. D. M. Hindley : (a) Yes.

(b) (i). It has been ascertained that there have been unavoidable delays in replies and in some cases requests that could not be complied with have been filed, but there have been no cases in which several reminders have been ignored.

(ii) This is not a fact. The Indian Mining Federation's inquiries, if not replied to by letter, have been replied to verbally to the Federation's representative on the Advisory Committee.

(iii) and (iv). No.

(c) Government understand that the allegations made in (a) and (b) are not true except in regard to (b) (i), which is partially true. This has now been remedied, and in the circumstances Government do not intend to take any action in the matter.

ABOLITION OF THE COAL TRANSPORTATION OFFICE.

1541. *Mr. K. C. Neogy : Will Government state what has been their decision in regard to the question of abolition of the Coal Transportation Office, as it was proposed to be examined in reply to Question No. 22 at the Delhi Session of the Assembly on the 1st February last ?

Mr. C. D. M. Hindley : No decision has yet been arrived at in the matter.

COAL MINES IN THE RANEENGUNJ AND JHARIA COALFIELDS UNDER INDIAN AND EUROPEAN MANAGEMENT.

1542. *Mr. K. C. Neogy : (a) With reference to the reply to Question No. 502 put on the 25th February last are the Government prepared to revise their decision in the matter and furnish the statement asked for ?

Mr. C. D. M. Hindley : For the reason given in reply to Question No. 502 on 25th February last in the Assembly, Government are not prepared to furnish the statement asked for.

EARNINGS OF THE EAST INDIAN RAILWAY FROM THE TRAFFIC OFFERED BY THE KASTA AND DAMAGURIA SIDINGS.

1543. ***Mr. K. C. Neogy :** With reference to the reply to Question No. 23 asked on the 1st February last, will Government be pleased to state what is the earning of the E. I. Railway from the traffic offered by the two sidings referred to in the question ?

Mr. C. D. M. Hindley : Government have not got the information asked for and have ascertained that the earnings from coal traffic are not kept by individual sidings. In the circumstances they do not propose to call upon the Railway Administration to compile the information asked for by the Honourable Member which would involve, they understand, the sorting out of about 7 or 8 lakhs of coal declaration notes.

TRAVELLING ALLOWANCES OF THE POSTMASTERS GENERAL IN INDIA DURING 1922-23 AND 1923-24.

1544. ***Mr. Chaman Lall :** (a) Will the Government be pleased to lay on the table a statement showing separately the amounts of T. A. earned by each of the 7 Postmasters General in India (excluding Burma) during the year 1922-23 and 1923-24 and (b) give reasons if the amount of the T. A. earned by any particular Postmaster General was abnormally high ?

Mr. H. A. Sams : (a) A statement containing the information is laid on the table.

(b) The amount of travelling allowance earned by no Postmaster-General was abnormal, having regard to the variation in the size of, and in the rates of travelling allowance admissible in, the different Postal Circles.

Statement showing travelling allowances earned by 7 Postmasters-General in India during 1922-23 and 1923-24.

		1922-23.			1923-24.		
		Rs.	A.	P.	Rs.	A.	P.
P. M. G.,	Bengal and Assam	1,929	6	3	1,449	1	10
"	Bihar and Orissa ..	1,847	7	6	1,722	13	0
"	Bombay	2,449	15	0	675	11	0
"	Central Circle ..	2,186	9	9	1,746	7	0
"	Madras	1,442	13	0	2,395	4	0
"	Punjab and N. W. F.	3,586	7	0	2,698	2	0
"	United Provinces ..	2,516	7	0	1,676	7	0

RECOVERIES FROM POSTAL OFFICIALS ON ACCOUNT OF LOSS OF INSURED ARTICLES DURING 1923-24.

1545. ***Mr. Chaman Lall :** Will the Government be pleased to state (a) the number of cases in the Punjab Circle in which recoveries on account of insured and ordinary articles of the letter and parcel mails lost during the course of transmission by post were made or ordered to be made from the Investigating Officers, i.e., from Inspectors, Superintendents, Post Offices, and 1st Class Postmasters who had not the direct handling of

such articles, (b) what was the total amount recovered or ordered to be recovered in this manner, and (c) under what rule of the Post Office such recoveries were made or ordered to be made ?

Mr. H. A. Sams : The Honourable Member has not specified the period for which he requires the information. Presuming, however, that his question relates to the year 1923-24 the particulars are as follows :

- (a) 3.
- (b) Rs. 936-11-0.
- (c) Rule 415 of the Post Office Manual, Volume II.

PROVISION OF CANTEENS FOR INDIAN TROOPS.

1546. ***Mr. S. K. Datta :** Will Government state whether it is a fact that a system of regimental canteens has been established to serve Indian Army units ? If so, will Government state whether these canteens are " wet " or dry ? If the former, will Government state :

- (a) The kind of alcoholic liquors stocked in these canteens for consumption by Indian soldiers ?
- (b) Are " wet " canteens attached to both " active " battalions and " training " battalions ?
- (c) Will Government give the reasons for the establishment of these canteens as also the length of the period they have been so established ?
- (d) Have any protests against their establishment been received ?
- (e) Are Government prepared to consider the question of closing down the " wet " canteens ?

Mr. H. B. Pate : The Provision of canteens for Indian troops is a matter which is left to the discretion of Officers Commanding and detailed information as to the number and character of these canteens is, therefore, not available.

In Waziristan, however, a few canteens have been opened by the Army Canteen Board (India) for the service of Indian troops, and the information which follows relates only to canteens in Waziristan. Only one of these canteens is " wet."

- (a) Beer is the only alcoholic liquor sold at this canteen.
- (b) There are no such canteens serving training battalions.
- (c) The canteens were opened in order to gain experience of the wants of Indian units during war. The canteens were established on the 1st May 1924.
- (d) No protests have been received.
- (e) Government are not prepared to close down the " wet " canteen.

ISSUE OF OPIUM DURING THE WAR TO INDIAN PERSONNEL ON ACTIVE SERVICE.

1547. ***Mr. S. K. Datta :** (a) Are Government aware that during the late War opium was issued by the Supply and Transport to certain Indian personnel when on active service ?

- (b) If so, will Government state under what conditions was this done ?
- (c) Will Government place the instructions permitting this practice on the table of the House ?

(d) Will Government state whether these instructions are still in force, and, if so, is Government prepared to abolish them ?

Mr. H. B. Pate : (a) Yes.

(b) It was supplied as a ration on payment, to opium eaters only, at the rate of 20 grains a man per day.

(c) and (d). The issue of opium on the scale mentioned is provided for in the "Supply and Transport Manual (War)." These instructions are still in force, but the Manual is to be revised shortly, and the question will then be examined whether the issue of opium as a ration article on payment should be continued or not.

ILLITERACY IN THE INDIAN ARMY.

1548. ***Mr. S. K. Datta :** Will Government state :

(a) The number of illiterates in the Indian Army ?

(b) The proportion of these to the total number enlisted ?

(c) What steps are being taken to reduce illiteracy ?

Mr. H. B. Pate : (a) and (b). It is not possible to state the exact number of illiterate persons in the Indian Army. I may mention however that, on the 1st April 1924, the approximate total strength of all Indian ranks of the Indian Army was 130,000 (including Gurkhas, Transborder Pathans, and men of the Burma Frontier Tribes) and of these, 50,000 were in possession of at least the 3rd standard Certificate of Education, that is, 38.8 per cent.

(c) Every soldier attends Educational Training parades. A trained soldier, unless specially excused, carries out his four hours' educational training a week. In addition to this, voluntary classes are usually arranged for men working for certificates and for promotion examinations. A recruit carries out one hour's educational training a day, exclusive of time devoted to religious instruction, physical training and games.

In addition, there is the Indian Army School of Education at Belgaum for the training of Indian officers and non-commissioned officers as Instructors.

EDUCATIONAL FACILITIES FOR INDIAN UNITS IN THE ARMY.

1549. ***Mr. S. K. Datta :** (a) Will Government state what educational facilities are provided for Indian Units in the Army ?

(b) If classes are held, under whose supervision is instruction given ?

(c) What is the nature of the instruction ?

(d) From what classes are the teachers recruited and what are their educational qualifications ?

(e) Are Indian units provided with libraries ; if so, how are they conducted ?

(f) Will Government furnish members of the Assembly interested with detailed information regarding existing Educational Schemes for the Indian Army ?

Mr. H. B. Pate : (a) The attention of the Honourable Member is invited to the reply just given to part (c) of his previous question.

(b) The classes are supervised by Squadron, Battery and Company Commanders, as well as by the officers and non-commissioned officers who

have been trained at the Indian Army School of Education. Officers of the Army Educational Corps are attached to Commands, District and Brigade Areas and carry out inspection duties. These Command Inspectors are assisted by senior Indian Officers who have been trained at the Indian Army School of Education.

(c) The following subjects are taught :

- (1) Reading and writing in the man's own vernacular script.
- (2) Simple Urdu in the Roman script.
- (3) Mathematics.
- (4) *Esprit de corps* and regimental history.
- (5) Elementary hygiene and sanitation.
- (6) Elementary anatomy and physiology.
- (7) Geography and Map reading.
- (8) History.
- (9) Citizenship.
- (10) Theory of Agriculture.
- (11) English.

In addition, a recruit undergoes a thoroughly scientific course of physical training, which includes exercises designed to quicken the brain. Religious instruction is given by the religious teachers who are borne on the strength of the Units.

(d) It is the duty of all officers and non-commissioned officers to instruct their men. In addition, specially trained selected officers and non-commissioned officers are trained as Instructors at the School of Education. It is hoped that eventually every company or equivalent unit will have a non-commissioned officer instructor, and every regiment or battalion, a British and an Indian officer as supervisor, all of whom will have qualified at a School of Education.

Instructors will, in future, be drawn from the classes enlisted in the unit.

(e) Indian units are not provided with libraries. A sum of as. 12 per man per annum is, however, provided for the purchase of books required for educational training.

(f) The existing educational schemes for the Indian Army are under revision. A "Manual of Educational Training for the Indian Army" is in preparation and will, it is hoped, be published before the end of the year. It will be available to the general public on payment.

EMPLOYMENT OF MR. KIRKPATRICK, LATE DEPUTY CONSERVATOR OF FORESTS, AS LABOUR INSPECTOR AT JAMSHEDPUR.

1550. *Khan Bahadur Sarfaraz Hussain Khan : Will Government please state :

- (a) If it is a fact that Mr. Kirkpatrick is employed as Labour Inspector at Jamshedpur ?
- (b) Whether before his appointment as such, he was a Deputy Conservator of Forests in the Imperial Service ?
- (c) If so, what was his pay as Deputy Conservator of Forests and what is his pay in the service of the Tata Company ?
- (d) What was the length of his service under the Government ?

- (e) Whether he is drawing a pension, and if he is drawing a pension, what is the amount of his pension ?

Mr. J. W. Bhore : (a) Government have no information.

(b) Mr. Kirkpatrick was a Deputy Conservator of Forests in the Indian Forest Service.

(c) Rs. 900 a month while he was in Government service. Government have no information as to his pay under the Tata Company.

(d) 13 years and about 4 months.

(e) He is in receipt of a compassionate allowance of Rs. 100 a month.

TOURS OF INSPECTION OF THE POSTMASTER GENERAL, PUNJAB POSTAL CIRCLE.

1551. ***Mr. Chaman Lal :** (a) Will the Government be pleased to state the period of halts at each Head and Sub-Office by the Postmaster General, Punjab Postal Circle, in the years 1922-23, 1923-24 ?

(b) Will the Government be pleased to state the number of days allowed for the inspection of (a) a Head Office, (b) Superintendent's Office by a Postmaster General ?

(c) Will the Government be pleased to state the stations where the Postmaster General, Punjab Postal Circle, halted during the years 1922-23 and 1923-24, but carried on no inspections ?

(d) Will the Government be pleased to state stations where the Postmaster General, Punjab Postal Circle, stayed for a period longer than required for inspection purposes, during the years 1922-23, 1923-24 ?

(e) Will the Government be pleased to state the name of Sub-Offices with the period of halt at each such station where the Postmaster General, Punjab Postal Circle stayed for a period over that prescribed for the inspection of Sub-Offices ?

(f) Will the Government be pleased to state the object of visits to the following Sub-Post Offices by the Postmaster General, Punjab Postal Circle, during 1922-23 and 1923-24 :

1. Kasauli. 2. Islamabad. 3. Nowshera. 4. Madhopur. 5. Solon.
6. Panipat.

(g) Will the Government be pleased to state the total stay of the Postmaster General, Punjab Postal Circle, at his Head Quarters at Lahore, during the year 1922-23 and 1923-24 ?

Mr. H. A. Sams : (a) A statement containing the information is laid on the table.

(b) No period is fixed in either case.

(c) None. The Postmaster-General halted at Madhopur to inspect the Pathankot post office, a distance of 6 miles from Madhopur, as there is no suitable accommodation at Pathankot itself.

(d) and (e). None.

(f) Kasauli	}	For inspection and inquiry.
Islamabad		
Nowshera		
Panipat		
Madhopur		
Solon		For inspection of "Pathankot.
		For inspection.

(g) 52 days in 1922-23 ; and 32 days in 1923-24.

Statement showing halts at each Head and Sub-office by Postmaster-General, Punjab and North-West Frontier, in 1922-23 and 1923-24.

	1922-23.	1923-24.
Head Offices—		
Abbottabad .. .. .	.. days.	4 days.
Ambala	10 "	15 "
Amritsar	8 "	2 "
Delhi	7 "	10 "
Dera Ismail Khan .. .. .	.. "	4 "
Dharamsala	7 "	6 "
Gujranwala	2 "	.. "
Gujrat	2 "	.. "
Gurgaon	3 "	.. "
Hissar .. .. .	.. "	4 "
Jhelum	5 "	5 "
Jullundur	9 "	3 "
Karnal	4 "	1 "
Kohat	6 "	.. "
Ludhiana	3 "	3 "
Lyallpur .. .. .	.. "	4 "
Multan .. .. .	.. "	2 "
Patiala .. .. .	.. "	1 "
Peshawar	2 "	8 "
Rawalpindi	16 "	18 "
Sargoda .. .. .	.. "	9 "
Sialkot	4 "	5 "
Srinagar	8 "	11 "
Sub-Offices—		
Baghi	3 "	.. "
Islamabad	3 "	1 "
Kasauli	4 "	1 "
Kotgarh	3 "	.. "
Madhopur .. .. .	.. "	7 "
Murree	2 "	.. "
Narkanda	1 "	.. "
Nowshera	7 "	.. "
Nurpur	3 "	.. "
Panipat	2 "	.. "
Rampur	1 "	.. "
Solon	3 "	.. "

Mr. Chaman Lal : I am sorry I did not quite catch the explanation as to the visit of the Postmaster General to Islamabad.

Mr. H. A. Sams : I did not hear the Honourable Member's question.

Mr. Chaman Lal : I wanted to know the reason which the Honourable Member gave with regard to the visit of the Postmaster-General to Islamabad.

Mr. H. A. Sams : His visit was for inspection and inquiry.

TRAVELLING ALLOWANCES OF THE POSTMASTER GENERAL, PUNJAB POSTAL CIRCLE, DURING 1920-21, 1921-22, 1922-23 AND 1923-24.

1552. ***Mr. Chaman Lal :** (a) Will the Government be pleased to state month by month the Travelling allowance drawn by the Postmaster General, Punjab Postal Circle, during (a) 1920-21, 1921-22 and (b) 1922-23, 1923-24, and state reasons for abnormal difference, if any, between (a) and (b) ?

(b) Is it a fact that certain halts and Travelling allowance bills of the Postmaster General, Punjab Postal Circle for 1922-23, 1923-24

were objected to by the Accountant General, and if so will the Government be pleased to state particulars of objections and final settlement thereof ?

Mr. H. A. Sams : (a) A statement containing the required information is laid on the table. The difference between (a) and (b) is due to a change in personnel in March 1922. The new Postmaster-General had to tour extensively in 1922-23 in order to get a first hand knowledge of local conditions in his circle.

(b) The Deputy Accountant General, Posts and Telegraphs, Delhi, held under objection the travelling allowance drawn by the Postmaster-General for a journey from Delhi to Lahore in September 1922, but on an explanation being given subsequently withdrew his objection.

Statement showing the travelling allowances drawn by the Postmaster-General, Punjab and North-West Frontier, during (a) 1920-21 and 1921-22, and (b) 1922-23 and 1923-24.

	(a) 1920-21 and 1921-22.			(b) 1922-23 and 1923-24.		
	Rs.	A.	P.	Rs.	A.	P.
April	203	15	0	701	6	0
May	259	3	6	137	5	6
June	Nil.			323	9	6
July	214	9	6	182	2	0
August	373	13	6	Nil.		
September	341	0	0	542	13	0
October	508	1	6	665	5	0
November	749	7	9	794	13	0
December	549	9	0	468	2	0
January	704	2	9	1,285	3	0
February	534	0	6	1,008	4	0
March	349	8	6	175	10	0
Total	4,787	7	6	6,284	9	0

TRAINING OF POSTAL AND RAILWAY MAIL SERVICE PROBATIONERS.

1553. ***Mr. Chaman Lal :** (a) Will the Government be pleased to state the period fixed by rules, for the training of Postal and R. M. S. probationers ?

(b) Will the Government be pleased to state the methods adopted by Postal and R. M. S. Departments for training of probationers in the various branches of work ?

(c) Will the Government be pleased to state whether books of reference are supplied to all probationers under training, and if not, why ?

(d) Is it a fact that each Head Post Office is generally supplied with only one copy each of Post Office Manuals, Volumes I, II, IV and V, and that such books can never be spared by Postmasters for probationers nor do they suffice for the probationers, under training ?

(e) Is it a fact that postal probationers (now reserve clerks) are generally appointed to work as clerks on their own pay before the expiry of their training period ?

Mr. H. A. Sams : (a) There is no fixed period of training for a candidate in postal work. For R. M. S. work the period of training is 4 months.

(b) For Postal work a candidate is trained by being placed in the various branches of a post office (other than the correspondence branch) in turn, so that he may learn the work by actually seeing how it is done, and the official in charge of the office is required to examine the candidate periodically and report on his progress. For R. M. S. work, a candidate is usually sent to a Training School and is also required to study the sorting list of the section or mail office to which he is attached, his progress being tested periodically.

(c) No. As the training is of an essentially practical character, the supply of separate sets of books to each candidate is not necessary.

(d) Yes. But Government have no reason to suppose that candidates have any difficulty in obtaining access to such books, should they desire to do so.

(e) Yes, but orders are about to issue under which candidates will be trained before they are appointed as reserve clerks.

CASE OF ARJAN SINGH, CLERK, RAWALPINDI POST OFFICE.

1554. ***Mr. Chaman Lal** : (a) Are the Government aware of the case of one Arjan Singh, clerk, Rawalpindi Post Office, who was dismissed on the charge of making an allegedly false complaint against a European Postmaster stating that the latter had abused him ?

(b) Are the Government aware that the matter was inquired into by a European Deputy Postmaster General of the Punjab Postal Circle ?

(c) Are the Government aware that the finding of the European enquiring officer confirmed the complaint of the clerk Arjan Singh as true, and proved ?

(d) Is it a fact that the Director General on reconsideration of Arjan Singh's appeal has reinstated him to his post ?

(e) Is it a fact that the Director General has proved that strong language was used by the Postmaster against the clerk ?

(f) Is it a fact that Arjan Singh, clerk, has been punished in the same case in the shape of stoppage of his further promotion for two years and the treatment of his period out of employ as leave without pay, and that he has been required to pass an examination to prove his fitness for retention in the Department ?

(g) If the answer to (f) is in the affirmative, are the Government prepared to reconsider the case of Arjan Singh ?

The Honourable Sir Bhupendra Nath Mitra : The Government of India are not aware of the facts of this case, but are causing inquiries to be made.

Mr. Chaman Lal : May I ask the Honourable Member whether this case was not brought to the notice of the Government in the Delhi Session ?

The Honourable Sir Bhupendra Nath Mitra : The Honourable Member did ask a question, but as no appeal had been submitted to the Government of India through the proper channel, no action could be taken then..

Mr. Chaman Lal : May I ask if it is not a fact that this gentleman was reinstated ?

The Honourable Sir Bhupendra Nath Mitra : It is a fact that he has been reinstated.

Mr. Chaman Lal : May I ask whether he is aware of the fact that all facts relative to this case have been brought to the notice of Government ?

The Honourable Sir Bhupendra Nath Mitra : As I have said, the full facts have not been brought to the notice of Government, and for that reason Government have started an inquiry into the matter.

Mr. Chaman Lal : Will the Government take the matter into consideration at an early date ?

The Honourable Sir Bhupendra Nath Mitra : That is being done.

LOCATION OF THE NEW GENERAL POST OFFICE AT PESHAWAR.

1555. ***Mr. Chaman Lal :** (a) Is it a fact that the Peshawar G. P. O. is proposed to be shifted to Jheel Road opposite the Edward College, Peshawar ?

(b) Is it a fact that the site chosen is at a distance of over a mile from the Sadar Bazar and of over two miles from the military lines and barracks ?

(c) Is it a fact that the land acquired by the Government, to build the new Post and Telegraph Offices, will cost nearly a lakh of rupees ?

(d) Is it a fact that the new Post and Telegraph Offices are proposed to be erected on the acquired land at a cost of about 2½ lakhs, and by demolishing the three bungalows already standing over it ?

(e) Will the Government be pleased to state the particular object for which the scheme of building a new G. P. O. at such a heavy cost to the State and on the particular site chosen has been undertaken ?

Mr. H. A. Sams : (a) Yes.

(b) From certain parts of the Sadar Bazar and of the Military lines the distance may be approximately as stated.

(c) The cost will be about Rs. 63,000.

(d) Yes.

(e) The new buildings are required to accommodate the Post and Telegraph Office at Peshawar. The existing Post Office building is inadequate and of a design which precludes the possibility of any successful modification or enlargement. The existing Telegraph Office building is in a dangerous condition, and if retained would require to be reconstructed.

The site chosen is close to the Railway Station and is conveniently situated, being almost equidistant from the commercial, civil and

military centres of Peshawar. Apart from its intrinsic merits it is also the only site of the required size available.

INVESTIGATION INTO THE CAUSES OF KALA-AZAR.

1556. **Mr. Ahmed Ali Khan :** Is it a fact as stated in the *Statesman* of the 18th May 1924, that Government are shortly going to appoint a Committee of medical experts to investigate the causes of the disease known as Kala-Azar and the best method of combating it ?

Mr. J. W. Bhole : The Commission has already been appointed and a communiqué regarding its composition and activities will be issued shortly.

PROHIBITION AGAINST GOVERNMENT SERVANTS REPRESENTING THEIR GRIEVANCES TO NON-OFFICIAL MEMBERS OF THE INDIAN LEGISLATURE.

1557. ***Mr. W. M. Hussanally :** (a) Is it a fact that the Under Secretary of State announced in the House of Commons sometime back that it was no offence for any public servant to represent his grievances to non-official Members of the Indian Legislatures ?

(b) Have the Government of India and Local Governments issued circulars debaring their servants from laying their grievances before such Members ? If so, why ?

(c) Are Government prepared to consider the question of cancelling the circular in question and advising Local Governments to do the same ?

The Honourable Sir Alexander Muddiman : (a) The answer given to the question on the subject asked in the House of Commons was to the effect that the Secretary of State was not aware of any rule prohibiting any Government servant in India from bringing his grievances to the notice of non-official Members of the Legislatures, provided that in doing so he does not infringe rule 17 of the Government Servants' Conduct Rules.

(b) The Government of India have issued no orders which do not accord with the statement referred to above. They have no information as to what orders may have been issued by Local Governments.

(c) No.

Mr. T. C. Goswami : Will the Government be pleased to obtain information from the Local Governments on the subject ?

The Honourable Sir Alexander Muddiman : No, Sir.

THE LEE COMMISSION'S REPORT.

1558. **Mr. H. G. Cocke :** Will Government be pleased to state what procedure will be followed in considering and deciding upon the Report of the Royal Commission on the Public Services and when do they expect that orders will be issued on the Commission's recommendation ?

The Honourable Sir Alexander Muddiman : As explained in the debate last Monday, the Indian Legislature will be given full opportunity

of discussing the conclusions of the Report in the September session. Meantime the Government of India will proceed with their own examination of these questions and will obtain the views of Local Governments. It may be hoped that it will be possible to issue orders on the main recommendations soon after the conclusion of the September session.

CONTRACTS OF TELEGRAPHISTS.

1559. ***Mr. K. Rama Aiyangar** : (a) Will the Government be pleased to lay on the table the terms of any contract on which telegraphists are recruited and trained ?

(b) Are there any Government or departmental orders that telegraphists ought not to be employed or transferred to the postal or the combined Postal and Telegraph Services ?

Mr. H. A. Sams : (a) There is no contract on which Telegraphists are recruited and trained. A copy of the prospectus of the Telegraph Branch of the Post and Telegraph Department and a copy of the declaration to be signed by a recruit on joining a training class, are laid on the table.

(b) No.

POSTS AND TELEGRAPHS.

Pay and Prospects in the Traffic, Electrical and Engineering Establishments of the Telegraph Branch.

The pay and prospects have now been greatly improved and the following prospectus is published in order to show intending candidates the career which this Department offers them.

2. The Signalling Establishment of the Traffic Branch comprises two Services : General and Station. Men in the General Service are liable to transfer anywhere in India or Burma, whereas Telegraphists (whether men or women) in the Station Service are immune from transfer (except in the case of grave public emergency) outside the station to which their service is attached. All candidates must go through a course of training in a recognised Telegraph Training class and must pass a qualifying examination before appointment as Telegraphists. There are two kinds of training classes :

- (1) Government Training classes.
- (2) Training classes in certain approved schools.

Instruction in a Government Training class usually lasts for twelve months and candidates are accepted between the ages of 16 and 20 years. They receive, while under training, an allowance of Rs. 20 a month. The system of Training classes in approved schools is different. Candidates between the ages of 16 and 18 years, who elect for the Telegraph Service, are generally given a two years' course in Telegraphy which takes the place of certain subjects in their ordinary school curriculum. At the end of the course they have to pass a qualifying test. For every candidate passed out from an approved school training class and admitted into the Department as a General Service Telegraphist, a bonus of Rs. 100 is paid to the school and Rs. 60 to the candidate, and for each admitted as a Station Service Telegraphist, a bonus of Rs. 70 is paid to the school and Rs. 40 to the candidate. The qualifying test in signalling is 20 words a minute in all subjects except in punching and reading Wheatstone perforated tape, for which the minimum qualifying speed is 15 words a minute. Only boys or girls of good character and health and fair all-round education are accepted. Girls are recruited for the Station Service only.

3. Those candidates who pass the final tests must commence their service as telegraphists and the rates of pay are given in the following statement :

Year.	General Service (men).	STATION SERVICE.	
		At CALCUTTA, RAN- GOON, BOMBAY, MADRAS AND KARA- CHI (" A " SER- VICE).	At ANY OTHER PLACE WHERE ADOPTED (" B " SER- VICE).
		Scale sanctioned for men and women alike.	Scale sanctioned for men and women alike.
	Ra.	Ra.	Ra.
1	80	70	60
2	85	75	65
3	90	80	70
4	95	85	75
5	100	90	80
6	110	95	85
7	120	100	90
8	130	105	95
9	140	110	100
10	150	115*	105*
11	160	120	110
12	170	125	115
13	180	130	120
14	190	135	125
15	200*	140	130
16	210	145	135
17	220	150	140
18	230	155	145
19	240	160	150
20	250	..	..

* Indicates efficiency bar.

4. Telegraphists are eligible for promotion to the grade of Telegraph Master and thereafter to that of Deputy Superintendent in the Traffic establishment and for appointment as officers in the Superior Traffic Branch. They are also eligible for appointment to the Electrical and Engineering establishments, for which men are selected from the Traffic Establishment early in their service, and after undergoing a special course of training and passing specified examinations they are appointed Engineering Supervisors or Electrical Supervisors. The pay of the several grades in the Supervising Traffic and in the Electrical and Engineering establishments is given below, but is subject to revision in accordance with such rules and regulations as Government may issue from time to time.

TRAFFIC ESTABLISHMENTS.

(a) Pay of Telegraph Masters (353 appointments) :

(i) General Service (283 appointments)—Rs. 275 a month rising by annual increments of Rs. 10 to Rs. 325.

(ii) Station Service :

(a) ("A" Service—33 appointments)—in Calcutta, Bombay, Madras, Karachi and Rangoon—Rs. 200 a month rising by annual increments of Rs. 10 to Rs. 250.

(b) ("B" Service—37 appointments)—in Lahore and Agra or any other station where the Director General may decide to introduce the Service—Rs. 180 a month rising by annual increments of Rs. 10 to Rs. 230.

(b) Pay of Deputy Superintendents :

Deputy Superintendents, 2nd class (34 appointments)—Rs. 350—20—450.

Deputy Superintendents, 1st class (20 appointments)—Rs. 500—20—600.

(c) Pay of Officers in the Superior Traffic Branch :—

(i) Superior Traffic Branch, Second Division :—

36 officers Rs. 350—20—550—30—700.

(ii) Superior Traffic Branch, First Division :—

14 officers Rs. 800—60—1,400.

(iii) Deputy Director General, Telegraph Traffic—Rs. 1,750—100—2,150.

NOTE.—Officers of the Superior Traffic Branch are recruited as far as possible from the upper subordinate and subordinate staff.

ELECTRICAL ESTABLISHMENT.

(a) Pay of Electrical Supervisors (48 appointments)—Rs. 80—5—100—10—250—20—350.

(Scale pay of General Service Telegraphists of the Traffic establishment from Rs. 80 to Rs. 250, rising further by annual increments of Rs. 20 to Rs. 350. In addition Electrical Supervisors receive an allowance of Rs. 40 a month subject to the condition that the pay *plus* this allowance must not exceed Rs. 350.)

(b) Pay of Deputy Assistant Electricians :—

Deputy Assistant Electrician, 2nd class (9 appointments)—Rs. 350—20—450.

Deputy Assistant Electrician, 1st class (5 appointments)—Rs. 500—20—600.

(c) Pay of Assistant Electricians :

3 officers Rs. 350—20—550—30—700.

ENGINEERING ESTABLISHMENT.

(a) Pay of Engineering Supervisors, General and Telephones (109 appointments)—Rs. 80—5—100—10—250—20—350.

(Scale pay of General Service Telegraphists of the Traffic establishment from Rs. 80 to Rs. 250, rising further by annual increments of Rs. 20 to Rs. 350. In addition Engineering Supervisors receive an allowance of Rs. 40 a month subject to the condition that the pay *plus* this allowance must not exceed Rs. 350.)

(b) Pay of Deputy Assistant Engineers :—

Deputy Assistant Engineer, 2nd class
(37 appointments) Rs. 350—20—450. ..

Deputy Assistant Engineer, 1st class
(20 appointments) Rs. 500—20—600. ..

(c) Pay of Assistant Engineers :—

12 officers Rs. 350—20—550—30—700.

(d) Pay of the Superior Engineering establishment :

Year.	SENIOR SCALE.				JUNIOR SCALE.			
	Pay.	Technical allowance.	Over-seas allowance.	Total.	Pay.	Technical allowance.	Over-seas allowance.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1st .. ..	..	..	..	..	300	75	150	525
2nd .. ..	..	..	..	..	350	75	150	575
3rd .. ..	..	..	..	..	400	75	150	625
4th	550	75	150	775	450	75	150	675
5th	550	75	150	775	450	75	150	675
6th	600	75	150	825	500	75	150	725
7th	650	75	150	875	550	75	150	775
8th	650	75	200	925	550	75	200	825
9th	700	75	200	975	600	75	200	875
10th	750	75	200	1,025	650	75	200	925
11th	800	75	200	1,075	700	75	200	975
12th	850	75	250	1,175	750	75	250	1,075
13th	900	75	250	1,225	800	75	250	1,125
14th	950	75	250	1,275	850	75	250	1,175
15th	950	75	250	1,275	900	75	250	1,225
16th	1,000	75	250	1,325	..	..	..	..
17th	1,050	75	250	1,375	..	..	..	..
18th	1,100	75	250	1,425	..	..	..	..
19th	1,150	75	250	1,475	..	..	..	..
20th	1,200	75	250	1,525	..	..	..	..
21st	1,290	75	250	1,525	..	..	..	..
22nd	1,250	75	250	1,575	..	..	..	..
23rd	1,250	75	250	1,575	..	..	..	..
24th and after ..	1,300	75	250	1,625	..	..	..	..

(i) The technical allowance is admissible to all officers recruited in Europe, whether Europeans or Indians. The overseas allowance will be admissible only to officers of non-Indian domicile, subject to the proviso that Indians recruited in England up to and including the year 1924 will receive this allowance. Both the allowances will be reckoned as pay for all purposes of the Civil Service Regulations.

(ii) Pay on the junior scale will be drawn by officers holding charges of less importance than a divisional charge but no such officer will be allowed to draw more than the pay of the 9th year of service on the junior scale unless he is reported to be fully qualified for the charge of a division. Pay on the senior scale will be drawn by the officers holding charges of not less importance than the charge of a division.

Directors Rs. 1,750—100—2,150.

Chief Engineer Rs. 2,750—125—3,000.

(NOTE.—One-half of this Engineering Establishment is recruited from England, one-fourth from Indian Engineering Colleges and one-fourth by promotion from the grades of Assistant Engineers, Assistant Electricians and Upper Subordinates of the Engineering Establishment.

G. R. CLARKE,

Director-General of Posts and Telegraphs.

CALCUTTA ;

The 8th September, 1921.

POSTS AND TELEGRAPHS.

Declaration to be signed by Probationers on joining a Departmental Training Class.

I hereby declare that it is my wish to enter the Station service of the Telegraph Department and that—
General

(2) I thoroughly understand the rules regarding probationers contained in Chapter II of the Telegraph Manual, Volume II, as well as those herein laid down, and I agree to be bound by them and obey them or any additions or alterations to them which may, from time to time, be ordered by the Director-General.

(3) I have read the Telegraph Act, the Indian Official Secrets Act, and the Government Servants' Conduct Rules contained in Appendix No. 8 to the Telegraph Manual, Volume I, and clearly understand that I become liable to the provisions and penalties therein on joining the Training Class.

(4) I undertake to serve for at least three years in the Department after I pass out of the class.

(5) I elect for Station Service at.....place provided there is accommodation available there at the time of my appointment as a telegraphist, or else I shall be prepared to elect for another place where I can be accommodated.

(6) I am further aware—

(i) That probationers are liable to summary dismissal from the class for misbehaviour, such as drunkenness, insubordination or any other serious offence, and they are also liable to be punished for minor offences exactly in the same way as telegraphists are.

(ii) That probationers who fail to show sufficient progress in their studies, or are unpunctual or irregular in attendance, will be liable to removal from the class.

(iii) That any probationer may, with the sanction of the Postmaster-General, be called upon to assist in the work of a signal office when necessary without extra remuneration.

(iv) That probationers are not entitled to any leave with allowance during the period of their training, except casual leave for a few days (not as a rule exceeding three days nor as a rule more than once in the same month, nor exceeding fifteen days in the whole period of training) which may be granted by Instructors in charge of Training classes. If leave has to be taken on medical certificate, it will be without allowance.

(v) That all probationers must be clean and neatly dressed when attending the classes.

(vi) That the limits of Station service are as defined in paragraph 65 of the General Telegraph Manual, Volume II.

- (vii) That all probationers will be expected to pass out of the class within twelve months which is the maximum period for which allowance at Rs. 20 a month will be given.

Place.....

Date.....19

.....
Signature of probationer.

.....
Signature of witness.

NOTE 1.—Clause (4) should be scored out in declarations signed by women probationers.

„ 2.—Clause (5) should be scored out in declarations signed by General Service probationers.

„ 3.—All corrections in the form should be initialled.

RENEWAL OF THE RAILWAY TRACK BETWEEN WALTAIR AND CALCUTTA.

1560. * **Mr. K. Rama Aiyangar** : Will the Government be pleased to state what length of the railway line between Waltair and Calcutta has been renewed since the year 1918-19 and what length of that line is proposed to be renewed in the current year and at what cost ?

Mr. C. D. M. Hindley : The railway administration concerned has been asked to furnish the required information which will be conveyed to the Honourable Member on receipt.

REDUCTION OF MILITARY EXPENDITURE IN 1924-25.

1561. * **Mr. K. Rama Aiyangar** : Will the Government be pleased to state if steps are being taken to reduce military expenditure in 1924-25 in the provision made in the Budget of 1924-25 under the various heads ? If so, how are the steps taken and under what heads ?

The Honourable Sir Basil Blackett : The Army estimates for 1924-25 embody all the reductions in military expenditure which it has, so far, been found possible to effect. At the same time no opportunity is being lost of carrying out such further retrenchments as may be found to be practicable, and by direction of the Governor General in Council the estimates are now being scrutinised by a Sub-Committee of the Executive Council.

RUSSIAN ROUBLE NOTES.

1562. * **Lala Hans Raj** : (a) Is it a fact that in December 1919, His Excellency the Governor General in exercise of the powers conferred by section 72 of the Government of India Act 1915, was pleased to issue an Ordinance called the Rouble Ordinance 1919, whereby the possession of rouble notes was declared illegal and the holders thereof were forced either to export them to any place outside India or deposit them in a Government treasury or a Currency Office ?

(b) Are the Government aware of the fact that it being the winter season, the traders in general and the Panjabee traders of Yarkand especially could not travel to Yarkand to get the rouble notes encashed there in the brief period of six weeks and were thus forced to deposit them in the Government treasuries ?

(c) Will the Government be pleased to state the amount of rouble notes deposited in the Hoshiarpore (Punjab) Treasury in pursuance of the said Ordinance ?

(d) Is it also a fact that even when inquiries were solicited, the traders were not informed that it was open to them to withdraw the rouble notes from the Government Treasuries or Currency Offices either to export them or get them encashed outside India ?

(e) Is it a fact that when in September 1922, the said legislation expired the value of the rouble notes was reduced to *nil* ?

(f) Will the Government be pleased to state what steps, if any, does the Government intend to take to save Indian subjects from the losses incurred as a result of the above Ordinance ?

The Honourable Sir Alexander Muddiman : (a) The answer is in the affirmative.

(b) Government have no information on the point.

(c) The value of the notes deposited up to February 1920 was 4,467,552 roubles. Government have no later information.

(d) Government are not aware that the Ordinance was ambiguous, or that any traders found difficulty in obtaining information about the position in regard to the withdrawal of notes for export.

(e) I understand that the rouble note had no exchange value in India in September 1922.

(f) I invite the Honourable Member's attention to the reply which I gave to Mr. Hussanally's Question No. 1336 on the 6th June, 1924.

TEMPORARY PROMOTIONS IN THE OFFICES OF MILITARY CONTROLLERS OF ACCOUNTS.

1563. ***Mr. C. S. Ranga Iyer :** (1) Will the Government be pleased to state if the following cases have occurred in the Military Controller's Offices :

(a) Some clerks made permanent in the office of the Controller, Meerut on 1st April 1920 drew pay at Rs. 90 per mensem from the said date while the pay of clerks senior to them serving in other offices, specially late supply circle was fixed at an amount below Rs. 90 per mensem ?

(b) Clerks, who, having been on privilege leave or leave on medical certificate or employed in a more important section or in Controller's offices, where there was a large number of senior clerks and accountants, were not recipients of temporary promotions on 1st April 1920, as third grade accountants, are drawing less pay than their juniors in the same or other Controller's offices who happened to be supervisors on 1st April 1920, and in receipt of temporary promotions on that date ?

(2) If so, will Government state why the next below rule was not applied and do they propose to inquire into these cases ?

The Honourable Sir Basil Blackett : 1 (a). Clerks employed in each Controller's office are borne on a local roster of their own. The fact that a clerk of the office of the Controller, Meerut, drew pay at Rs. 90 on the 1st April 1920 does not give his seniors in other offices any claim for an enhanced rate of pay.

1 (b). The temporary promotions in question were intended to be granted locally to a limited number of junior clerks who had actually undertaken the duties of supervisors or other equally important duties,

and Government decided that these promotions should be viewed as special promotions for the purpose of the next below rule.

(2) Government do not propose to make further inquiries.

TEMPORARY PROMOTIONS IN THE OFFICES OF MILITARY CONTROLLERS OF ACCOUNTS.

1564. ***Mr. C. S. Ranga Iyer** : Will the Government be pleased to state if this temporary promotion has been treated as special, in what respect it differed from other promotions made during the war, specially, temporary promotion of accountants to Deputy Assistant Controllers ?

The Honourable Sir Basil Blackett : Appointments of temporary Deputy Assistant Controllers were created during the war as necessity arose in each office. They were intended to deal with the increase of work caused by the war and the new system of accounts. These appointments were additions to the sanctioned complement of Deputy Assistant Controllers in the Military Accounts Department for an indefinite period and some appointments have, in fact, been in existence continuously for the last 8 years. The temporary promotion of accountants, on the other hand, was specifically sanctioned by Government only up to 31st March 1920. The sole object was to benefit deserving men, actually performing the duties of supervisors, in respect of their initial pay on 1st April 1920. The concession was extended up to 30th April 1920 as a very special case.

TEMPORARY CLERKS AND ACCOUNTANTS IN THE MILITARY ACCOUNTS DEPARTMENT.

1565. ***Mr. C. S. Ranga Iyer** : Is it not a fact :

- (a) that temporary accountants, appointed under Finance Department letter of 1916 and passed accountants' test in 1919, had under paragraph 52 (c), Civil Audit Code prior claim towards absorption in permanent and sub-*protem* vacancies in accountants' grade (when their ultimate absorption in the accountants' grade was decided early in 1919 and assured, they having been allowed to appear at the S. A. S. examination in 1919) over fourth grade clerks who passed accountants' test in 1919 or previous to 1919 but held only sub-*protem* appointments in the 3rd grade till after the result of S. A. S. examination of 1919 was out ?
- (b) that war service of these temporary accountants and graduate and non-graduate clerks before 1st April 1920 do not count towards promotion or pension. If so, why has not this concession been extended to temporary clerks and accountants of Military Accounts Department ?

The Honourable Sir Basil Blackett : (a) No. The provisions of paragraph 52, Civil Audit Code, have not yet been made applicable to the Military Accounts Department and the question of revising the existing rules on the subject is now under consideration.

(b) The war service referred to does not count. These temporary accountants were originally engaged on certain specified conditions, and the fact that a sufficient number of suitable men came forward to take up these temporary appointments proves that the terms offered were liberal enough.

Mr. C. S. Ranga Iyer : Is it not a fact, Sir, that temporary service of military officers, including temporary I. M. S. Officers on consolidated rates of pay, count towards pay and pension ?

The Honourable Sir Basil Blackett : That is a question of which I should require notice.

Mr. C. S. Ranga Iyer : Was the condition of service of these temporary accountants similar to that of temporary I. M. S. Officers ?

The Honourable Sir Basil Blackett : That also I should require notice of.

Mr. C. S. Ranga Iyer : Were the terms of Finance Department letter of 1916 unalterable like the laws of the Medes, or did it lie in the hands of Government, when the ordinary conditions of equity and thoroughness demanded, to increase the efficiency of the Department, which was then at a very low level, as pointed out by the Inchcape Commission ?

Mr. Chairman : Is the Honourable Member making a speech ?

The Honourable Sir Basil Blackett : The Finance Department letter was a letter of the Government of India and not a letter of the Medes and Persians.

Mr. C. S. Ranga Iyer : Is it not a fact that the terms were interpreted very rigidly with a view to benefiting fourth grade clerks of the Department ?

The Honourable Sir Basil Blackett : I do not carry in my head the merits of the fourth grade clerks.

Mr. C. S. Ranga Iyer : Are these temporary services.....

Mr. Chairman : I am afraid I must ask the Honourable Member to reserve his speech for the September session.

Mr. C. S. Ranga Iyer : It is a supplementary question, Sir.

The Honourable Sir Basil Blackett : I should be very glad to answer these questions if I knew the answers.

STOPPAGE OF CONVEYANCE ALLOWANCE OF CLERKS AND ACCOUNTANTS ATTACHED TO UNITS AND FORMATIONS.

1566. ***Mr. C. S. Ranga Iyer :** (a) Are the Government aware that the stoppage of conveyance allowance has given rise to much discontent among the clerks and accountants attached to Units and formations ?

(b) Why has this allowance been stopped ?

(c) Is it not a fact that all sorts of allowances including Syce and Forage allowance are still admissible to British personnel and officers until arrangements for suitable family accommodation near (at least within three miles) their offices or for suitable Government transport could be made for them ?

(d) Will the Government be pleased to state what steps they propose to take in the matter ?

The Honourable Sir Basil Blackett : (a), (b) and (d). I would refer the Honourable Member to the answer which I gave to paragraph 3 of question No. 1280 asked by Mr. N. C. Kelkar on the 5th June 1924.

(c) I do not know what is meant by the reference to 'all sorts of allowances'. A Syce and Forage allowance is granted to certain Military Officers, because their duties require them to maintain chargers and not in consideration of the distance between their residences and their offices.

Mr. C. S. Ranga Iyer : Will the Government be pleased to state if the medical officers at Dehra Dun have expressed the opinion that it would tell upon their health if they had to go to office on cycles after meals from a distance of over three miles ?

The Honourable Sir Basil Blackett : No, Sir, I do not think so.

Mr. C. S. Ranga Iyer : Are the Government aware that the root of discontent of these clerks and accountants is their inadequacy of pay in the absence of allowances ?

The Honourable Sir Basil Blackett : The desire for more pay is frequently a cause of discontent.

PROBATIONERS IN THE SUBORDINATE ACCOUNTS SERVICE.

1567. ***Mr. C. S. Ranga Iyer :** Will the Government be pleased to state :

- (a) the number of young men, excluding those appointed during the year 1916-17, appointed by nomination as probationers in the S. A. S. since 1st April 1917 ?
- (b) their educational qualifications ?
- (c) how employed when selected ?

The Honourable Sir Basil Blackett : The required information is being collected and will be supplied to the Honourable Member in due course.

REVISION OF PAY OF THE SUBORDINATE STAFF OF THE MILITARY ACCOUNTS DEPARTMENT.

1568. ***Mr. C. S. Ranga Iyer :** Will the Government be pleased to state when the orders of the Secretary of State sanctioning the revised scale of establishment of clerks and accountants of the Military Accounts Department were received by the Government of India ? From what date was it sanctioned ?

The Honourable Sir Basil Blackett : The orders of the Secretary of State sanctioning the revision of pay of the subordinate staff of the Military Accounts Department with retrospective effect from 1st April 1920 were received by the Government of India on the 1st August 1921.

MEMORIAL RULES.

1569. ***Mr. C. S. Ranga Iyer :** (a) Is it not a fact that the head of an office or a department has powers to withhold memorials on certain grounds ?

(b) Will the Government communicate to the House the rules under which the head of an office or department has power to withhold memorials from those under him ?

(c) Will the Government say if they have an intention of modifying the rules so as to prevent the head of an office or a department from wrongly withholding such memorials ?

The Honourable Sir Alexander Muddiman : (a) The Governor General in Council is not primarily concerned with the powers of heads of offices or Departments under Local Governments to withhold memorials addressed

to Local Governments. Those powers are given by rules issued by Local Governments.

So far as memorials addressed to the Government of India are concerned, the powers to withhold are given primarily to Local Governments, but for the purposes of the rules in question, a Local Government includes a local Administration, the Commander-in-Chief in India, and, in certain cases, the head of a department directly under the Government of India, and Army, Divisional and Independent Brigade Commanders.

(b) A copy of the rules regarding the submission of petitions to the Government of India which are now in force will be supplied to the Honourable Member by the Home Department, if he so desires.

(c) The authorities empowered to withhold petitions are required by the rules to forward quarterly to the Government of India a list of the memorials withheld together with the reasons for withholding them. The Government of India consider that this provision is sufficient, and they have no intention of modifying the rules in respect of the power to withhold memorials.

ANNUAL INCREMENTAL SCALES OF CLERKS AND ACCOUNTANTS IN THE MILITARY AND CIVIL ACCOUNTS DEPARTMENTS.

1570. ***Mr. C. S. Ranga Iyer** : Will the Government be pleased to state the difference between annual incremental scales of clerks (clerks passed S. A. S. examination but not provided in the accountants grade) and the accountants in the Military Accounts Department and the Civil Accounts Department ?

The Honourable Sir Basil Blackett : Clerks who pass the Subordinate Accounts Service Examination are eligible for a higher rate of annual increment, namely, Rs. 10 in the Civil Accounts Department and Rs. 5 in the Military Accounts Department. In the case of the latter Department, however, the maximum pay to which such clerks can rise is Rs. 20 higher than the ordinary maximum. The scale of pay of the Subordinate Accounts Service is Rs. 150—20—450 in the Civil Accounts Department (except in the Auditor General's Office, where it is Rs. 200—20—360—30—600) and in the Military Accounts Department Rs. 150—20—450—25—500.

PROMOTION BY THE MILITARY ACCOUNTANT GENERAL OF CLERKS TO THE GRADE OF ACCOUNTANTS.

1571. ***Mr. C. S. Ranga Iyer** : (a) Will the Government be pleased to state if the Military Accountant General can promote a permanent clerk of his office to the sub-*protem* 3rd and even 2nd grade accountant subject to passing the S. A. S. examination in preference to clerks passed S. A. S. examination and retain him in that grade, if he fails in the examination, thus blocking promotions of clerks who passed the S. A. S. examination ? Is not a probationary accountant directly appointed in a sub-*protem* vacancy subject to passing the S. A. S. examination senior to that clerk, both passing the examination during the same year ?

(b) Can the Military Accountant General act contrary to general rules and principles laid down in the Civil Code in regard to appointment and promotion of clerks to accountants grade in the absence of any definite rules in the Military Accounts Code ? If so, where are those special rules laid down ?

The Honourable Sir Basil Blackett : (a) The reply to the first portion is in the negative, and the point referred to in the second portion does not arise.

(b) The present rules in regard to appointment and promotion of clerks to the Accountant's grade are contained in Appendix IV, Military Account Code, Provisional Issue, Reprint of 1923. The question of revising these rules in accordance with those contained in the Civil Audit Code is now under the consideration of Government.

THE SOUTH INDIAN RAILWAY STRIKE.

Mr. Chaman Lal : I beg to put the following question of which I have given private notice :

- (1) Is it a fact that the Podanur Railway strike has not been settled ?
- (2) Is it a fact that certain prominent gentlemen were prevented from addressing both railway workers and strikers ?
- (3) Is it a fact that the Agent has issued notices stating that the employees who do not join work by the 4th of June will be dismissed ?
- (4) Will Government be pleased to make a statement regarding the origin of the strike or the demands of the workers ?

Mr. C. D. M. Hindley : (1) According to the latest information received the strike of firemen has been satisfactorily settled. So far as the Podanur shops are concerned, the Agent reports that men discharged in consequence of the strike are offering themselves for re-employment.

(2) Government have seen newspaper reports to that effect but have no other information.

(3) The Agent reported on 4th instant that as a consequence of the strike of shop staff the Podanur shops had been closed and men who did not return to duty on 4th instant were treated as discharged.

(4) So far as firemen are concerned, the Agent's reports indicate that the trouble was due to objection to engines being run in certain limited services with single fireman. The trouble originated in Madura and Trichinopoly and ended there almost at once. The strikers elsewhere appear to have been sympathetic.

MESSAGE FROM THE COUNCIL OF STATE.

Mr. Chairman : The Secretary will now read a Message which has been received from the Council of State.

Secretary of the Assembly : The Message runs as follows :

" I am directed to inform you that the Council of State have, at their meeting of the 9th June, 1924, agreed without any amendments to the Bill to provide for the fostering and development of the steel industry in British India, which was passed by the Legislative Assembly on the 5th June, 1924."

**PETITIONS RELATING TO THE INDIAN PENAL CODE (AMEND-
MENT) BILL.**

(AMENDMENT OF SECTION 375.)

Secretary of the Assembly : Sir, under Standing Order No. 78, I have to report that three petitions have been received relating to the Bill further to amend the Indian Penal Code (Amendment of Section 375) which was introduced in the Legislative Assembly by Dr. H. S. Gour. The petitions have been presented by :

- (1) Sreenath Tarkaratna, and others.
 - (2) Keshaba Nath Smritiratna, and others.
 - (3) Upendranath Kanjilal, and others.
-

Mr. Chairman : This House now stands adjourned to a date to be notified hereafter.

The Assembly then adjourned *sine die*.

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