

3rd September, 1924

THE
LEGISLATIVE ASSEMBLY DEBATES
(Official Report)

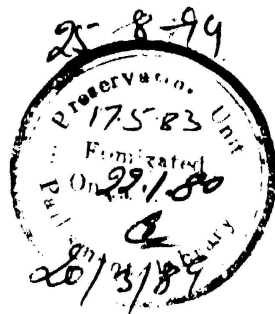
Volume IV, Part V

(3rd September to 16th September 1924)

FIRST SESSION
OF THE
SECOND LEGISLATIVE ASSEMBLY, 1924



SIMLA
GOVERNMENT OF INDIA PRESS
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LEGISLATIVE ASSEMBLY.

Wednesday, 3rd September, 1924.

The Assembly met in the Assembly Chamber at Eleven of the Clock, and the President (the Honourable Sir Alexander Frederick Whyte, Kt.) took the Chair.

Mr. President, standing, took the Oath.

MEMBERS SWORN.

The Honourable Mr. Atul Chandra Chatterjee, C.I.E. (Industries Member); Mr. Ernest Burdon, C.I.E. (Army Secretary); Mr. Alan Hubert Lloyd (Member, Central Board of Revenue); Mr. Alfred Alan Lethbridge Parsons (Financial Commissioner, Railways); Mr. George Richard Frederick Tottenham (Madras: Nominated Official); Mr. Maurice Webb (Bombay: Nominated Official); Mr. Hubert Philip Duval, C.I.E. (Bengal: Nominated Official); Mr. Hubert Calvert (Punjab: Nominated Official); Mr. Ralph Alexander Wilson (Central Provinces: Nominated Official); Raja Gazzanfar Ali Khan (North Punjab: Muhammadan); Mr. Mallem Chengalvarayulu Naidu (Burma: Non-European); Mr. Thomas Andrew Chalmers, C.S.I. (Assam: European); Colonel J. D. Crawford, D.S.O., M.C. (Bengal: European).

QUESTIONS AND ANSWERS.

REJOINDER OF MR. B. G. HORNIMAN TO THE CHARGES MADE AGAINST HIM BY THE GOVERNMENT OF INDIA.

1572. ***Mr. Chaman Lall**: (a) Has Government's attention been drawn to Mr. B. G. Horniman's rejoinder to the charges officially made against him?

(b) Do Government still insist on refusing to recommend that a passport be granted to Mr. B. G. Horniman?

(c) Are Government prepared to withdraw the charges or insinuations made against Mr. B. G. Horniman in view of his rejoinder as published in the *Bombay Chronicle*, dated 21st May, 1924?

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

(b) and (c). The Government of India do not propose to take any action with regard to the article referred to.

Mr. Chaman Lall: Are the Government aware that very serious charges have been made by Mr. Horniman against the official who defamed him? Is it not necessary for Government to justify their conduct?

The Honourable Sir Alexander Muddiman: No, Sir.

(2911)

Mr. Devaki Prasad Sinha : Are Government prepared to prosecute Mr. Horniman for libel ?

The Honourable Sir Alexander Muddiman : No, Sir.

Mr. Devaki Prasad Sinha : Why not ?

The Honourable Sir Alexander Muddiman : Because I am not aware that there is a case against him.

Mr. Jamnadas M. Mehta : Is the Government's silence to be construed as consent ?

The Honourable Sir Alexander Muddiman : No, Sir.

Mr. Chaman Lal : Are the Government aware that a specific charge was levelled against Mr. Horniman, that he was guilty of causing a strike and damage to the machinery, and Mr. Horniman has replied to that charge saying it was absolutely false ?

Further, are Government aware that a charge was levelled against Mr. Horniman that his violent writings were the cause of the disturbances in Gujerat and in Bombay, and that he has given a categorical denial to that charge ?

Do Government intend to take any action in the matter ?

The Honourable Sir Alexander Muddiman : No, Sir.

PRICE OF SALT IN THE PUNJAB.

1573. ***Mr. Chaman Lal :** (a) Are Government aware that exorbitant rates are being charged for salt to the average consumer in the Punjab out of all proportion to its actual price ?

(b) Are Government prepared to take immediate steps to bring in an Anti-Profitteering Bill in order to protect the consumer ?

The Honourable Sir Basil Blackett : The answer to both parts of the question is in the negative.

SIMLA IMPERIAL CIRCLE, PUBLIC WORKS DEPARTMENT.

1574. ***Maulvi Muhammad Yakub :** (a) Will the Government be pleased to state under what orders and circumstances the Simla Imperial Circle, P. W. D., was created and what is the annual cost of the maintenance of establishment of the Circle ?

(b) Will the Government be pleased to state the total strength of the Circle with the salaries of executive and ministerial staff ?

(c) Will the Government be pleased to state for what period the Circle has been sanctioned and whether it is intended to extend the life of the Circle on the expiry of the present sanction ?

(d) Are the Government prepared to consider the making over of the Circle to the P. W. D., Delhi, with a view to effecting economy and putting the whole Circle in charge of an Executive Engineer and the sub-divisions under Sub-Divisional Officers ?

(e) Will the Government be pleased to state under what circumstances Mr. Brebner holds a collateral charge of the duties of Superintending Engineer, Imperial Circle and Under Secretary to the Government of India, P. W. D. ?

The Honourable Mr. A. C. Chatterjee : (a) The Simla Imperial Circle was created originally in April 1919, under the orders of the Government of India to provide for the superintendence of the construction and maintenance of properties in Simla appertaining to the Central Government, and cognate matters. The continuance of the Circle has since been sanctioned by the Secretary of State. The estimated cost of the maintenance of its establishment during the current financial year is shown in the statement laid on the table.

(b) The statement referred to in (a) above gives the information required.

(c) The existing sanction to the Circle expires on the 31st March 1925. No decision has yet been reached as to whether or not an extension will be necessary.

(d) The Honourable Member's suggestion will be considered.

(e) With the abolition of the posts of Secretary and Under Secretary to the Government of India in the Public Works Department it was found convenient to entrust to the Superintending Engineer certain of the technical and estate work which formerly devolved upon those appointments.

Statement referred to in reply to question bearing Legislative Assembly Register No. 2401.

Pay of officers :

1 Superintending Engineer	25,350
1 Executive Engineer	14,350
1 Executive Engineer	7,800
1 Electrical Engineer	11,400
1 Sub-Divisional Officer	6,000
Leave salary	2,000
	<hr/>
	66,900

Pay of establishment :

Direction :

Ministerial : 1 Superintendent, 7 clerks and 2 draftsmen	19,980
Menial : 1 Duffry and 7 peons	1,704
	<hr/>
	21,684

Construction :

4 Sub-divisional officers	12,720
13 Subordinates	19,920
1 Sanitary inspector (2 months only)	560
4 Accountants	7,250
	<hr/>
	40,450

Office and Petty establishment :

Ministerial : 26 clerks (3 for 2 months only), 2 draftsmen and 1 storekeeper	27,790
Menial : 18 peons	3,672
Leave salary	2,800
	<hr/>
	34,262

Allowances	6,000
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Total India	1,69,296
England leave salary	3,000
	<hr/>
TOTAL	1,72,296

Mr. K. Ahmed : How long has Mr. Brebner been holding this dubious position of diabolical character, Sir ? May I ask, for how long Mr. Brebner has been holding this dual position ?

The Honourable Mr. A. C. Chatterjee : About a year, I think.

Mr. K. Ahmed : Are Government aware that it will be contrary to the principle of service rules and public policy to appoint the same officer, who is supposed to be the higher officer, as Under Secretary and to allow him to act as Superintending Engineer, a subordinate officer, just as if my Honourable friend Mr. Chatterjee becomes the Secretary of his Department; and at the same time acts as Member in charge of it ?

The Honourable Mr. A. C. Chatterjee : I do not think there is any analogy between the two cases mentioned by my Honourable friend.

QUALIFICATIONS OF MR. CHINTAMANI PANT, EXECUTIVE ENGINEER, SIMLA IMPERIAL WEST DIVISION.

1575. ***Maulvi Muhammad Yakub :** What are the special qualifications of Mr. Chintamani Pant for his being appointed as Executive Engineer of the Imperial West Division ? Is it a fact that he was a junior S. D. O. in 1921 ?

The Honourable Mr. A. C. Chatterjee : Mr. Chintamani Pant was a Sub-Divisional Officer in one of the Imperial Divisions in Simla in 1921, but reverted subsequently to his substantive appointment in the United Provinces Engineering Service. When the post of Executive Engineer, Simla Imperial West Division, fell vacant, Mr. Chintamani Pant, with his previous experience of Simla, was selected as a suitable officer to fill it.

PROMOTION OF LALA MITHAN LAL TO BE A SUB-DIVISIONAL OFFICER.

1576. ***Maulvi Muhammad Yakub :** Are the Government aware that L. Mithan Lal was a very junior overseer before he was promoted to be a S. D. O. ?

The Honourable Mr. A. C. Chatterjee : Mr. Mithan Lal is a passed Sub-Engineer of the Roorkee College, and was considered the officer best qualified for promotion when the vacancy in which he was promoted occurred.

CLASS I OFFICERS OF THE SURVEY OF INDIA.

1577. ***Maulvi Muhammad Yakub :** (a) Is it a fact that the Class I officers of the Survey of India do not receive any special training for this work before they are attached to the department in India ?

(b) Is it a fact that the Class I officers of the Survey of India do practically the same work which is done by the Class II officers ?

(c) Is it a fact that the average of pay of the Class I and Class II officers of the Survey of India is Rs. 1,330 and Rs. 476, respectively ?

(d) Do the Government propose to reduce the number of Class I officers and increase that of Class II in order to secure economy ?

Mr. J. W. Bhore : (a) No. All directly appointed Class I officers have a considerable survey training before joining the Survey of India,

in addition to a sound general and military education, which is a most important foundation for the proper direction and control of survey work.

- (b) No. They discharge more responsible administrative duties.
- (c) The more correct figures are 1132 and 499, respectively.
- (d) The matter is under consideration.

**PAYMENT OF COMPENSATION TO THE WIDOW OF KANIHYA LALL CHOUBEY,
LATE GUARD OF THE OUDH AND ROHILKHAND RAILWAY.**

1578. *Maulvi Muhammad Yakub : Will the Government be pleased to state if any compensation was awarded to the widow of one Kanihya Lall Choubey, a guard on the Oudh and Rohilkhand Railway, who lost his life in the performance of his duty at the Bechupur collision ? If not, why not ?

Mr. A. A. L. Parsons : Yes, the Agent, Oudh and Rohilkhand Railway on the 22nd of May 1924 sanctioned the grant of 12 months' emoluments of the deceased at the time of his death to the widow of the late Kanihya Lall Choubey, Guard, Oudh and Rohilkhand Railway.

TRAVELLING ALLOWANCE OF MEMBERS OF THE LEGISLATIVE ASSEMBLY.

1579. *Maulvi Muhammad Yakub : (a) Are the Government aware that the members of the Provincial Legislative Councils still receive their travelling allowance at the rate of double first class fare, while the travelling allowance of the Members of the Legislative Assembly has been reduced to $1\frac{1}{2}$ ths first class fare ?

(b) Will the Government be pleased to state what is the difference of this difference ?

Sir Henry Moncrieff Smith : The circumstances in which the travelling allowance admissible to Members of the Legislative Assembly was reduced to $1\frac{1}{2}$ fares were explained in my reply to Dr. Gour's question No. 167 on the 5th February last. The Government of India have no information regarding the reasons for the alleged maintenance of the double fare rate for Members of Provincial Legislative Councils.

Pandit Shamlal Nehru : Are the Government aware that in the United Provinces the Government have reduced the fare from double first class to $1\frac{1}{2}$ ths now ?

Sir Henry Moncrieff Smith : I am not aware of that.

WAGON REPAIRS IN RAILWAY WORKSHOPS.

1580. *Mr. W. S. J. Willson : With reference to the answer given to unstarred question No. 206 on 17th March 1924, will the Government be pleased to state the number of wagons in railway workshops on 31st March 1924 awaiting repairs and the number awaiting repairs a year ago ?

Mr. A. A. L. Parsons : As a statistical figure of wagons awaiting repairs on any particular day is of little practical value this figure is no longer being maintained on railways, but monthly figures showing the average number of unserviceable wagons on the line daily and the percentage which this bears to the total number of wagons on the line are maintained instead.

The figures for Class I Railways for March 1924 as compared with October 1923, when these figures were first compiled, are shown in the statement which I place on the table.

Statement showing:—(i) Average number of unserviceable wagons on the line daily, and (ii) Percentage unserviceable to the average number of wagons on the line daily, on Class I Railways for the months October 1923 and March 1924.

Railway.	AVERAGE NO. OF UNSERVICEABLE WAGONS ON THE LINE DAILY.		PERCENTAGE UNSERVICEABLE TO AVERAGE *NO. OF WAGONS ON THE LINE DAILY.	
	October 1923.	March 1924.	October 1923.	March 1924.
5' 6" GAUGE.				
Bengal Nagpur	2,012	1,784	9.27	7.26
Bombay, Baroda and Central India.	544	433	5.35	4.60
Eastern Bengal	632	684	6.66	9.99
East Indian	2,309	2,385	5.74	5.51
Great Indian Peninsula ..	1,290	1,090	6.77	5.83
Madras and Southern Mahratta	630	655	11.68	11.55
Nizam's	130	107	7.45	7.23
North Western	2,360	2,981	8.50	10.60
Oudh and Rohilkhand ..	514	639	5.80	9.62
South Indian	400	374	18.50	18.60
3' 3$\frac{3}{8}$" GAUGE.				
Assam Bengal	194	203	3.81	3.73
Bengal and North Western ..	497	449	5.33	4.62
Bombay, Baroda and Central India.	379	357	4.30	3.57
Burma	821	882	9.50	8.67
Eastern Bengal	282	403	4.05	4.89
Madras and Southern Mahratta	452	618	6.91	9.24
Nizam's	35	21	3.62	2.04
Rohilkund and Kumaon ..	<i>Nil.</i>	71	<i>Nil.</i>	2.47
South Indian	458	594	6.37	9.78

ALLEGATIONS AGAINST THE ADMINISTRATION OF THE BOMBAY, BARODA
AND CENTRAL INDIA RAILWAY.

1531. ***Mr. Chaman Lall** : (a) Has a note making serious allegations against the administration of the B., B. and C. I. Railway published in the *Voice of India*, dated 25th March 1924, been brought to the notice of the Government ?

(b) What steps do Government intend to take in the matter ?

Mr. A. A. L. Parsons : (a) Government have seen the note.

(b) The matter is one between the Agent and his staff in which Government do not interfere. Moreover, one of the complainants has filed a suit against the Railway and the case is at present *sub judice*.

SCOPE OF INQUIRY OF THE TAXATION INQUIRY COMMITTEE.

1582. ***Mr. C. Duraiswami Aiyangar** : With reference to the Resolution No. 1412-F., published in the Gazette of India Extraordinary dated 26th May 1924 :

(a) Will the Government be pleased to state why the intention of the Government to institute an inquiry into the scientific system of Indian taxation was not announced in the Legislative Assembly for an expression of its views thereon ?

(b) Will the Government be pleased to state whether the Taxation Inquiry Committee appointed under the said Resolution will be competent to base its report on the total abandonment of liquor and opium revenue by the Imperial as well as Local Governments ?

(c) Will the Government be pleased to state why the services of Sir Percy Thomson, K.B.E., Deputy Chairman of the Board of Inland Revenue in England are necessary ?

(d) Will the Government be pleased to state why the Committee is prevented from reporting on the systems of settlement regarding land revenue ?

(e) Is it competent for the Committee to inquire into the incidence of taxation both direct and indirect as also the incidence of income per head ?

(f) Is the Committee authorised to have co-opted members when they conduct inquiry in each province ?

(g) What is the approximate expenditure that is expected to be incurred over this Committee ?

(h) Why is a wider economic inquiry reserved for another Committee ?

The Honourable Sir Basil Blackett : It would appear that the Honourable Member was unaware of the proceedings of the Standing Finance Committee on the 21st February 1924 or of the debate in the Council of State on the 4th February 1924. I do not think I can add anything to what was there stated and what is stated in the Resolution.

Baba Ujagar Singh Bedi : Will Government be pleased to explain the fundamental policy on which the land settlement is based, and the land revenue demanded or claimed. Is it one throughout British India, or different in different Provinces ? What is the maximum demand under this policy with regard to land revenue, and what is now in force, or being realised in the different Provinces ?

The Honourable Sir Basil Blackett : I think the Honourable Member who will have to supply that information will require notice of that question.

Baba Ujagar Singh Bedi : Will the Honourable Member take it as notice and supply the information, when available ?

The Honourable Sir Basil Blackett : I cannot answer on behalf of the Honourable Member in charge.

Mr. T. C. Goswami : Perhaps the Honourable Member will answer when the debate on the subject comes on.

EDUCATION OF AGRICULTURISTS IN THE USE OF SULPHATE OF AMMONIA AS MANURE.

1583. ***Mr. C. Duraiswami Aiyangar :** With reference to the observations of the Tariff Board in their Report on sulphur in paragraph 6 of their Report :

(a) Will the Government be pleased to state what steps have been taken by the Imperial and Provincial Governments to educate the agriculturists in the use of "sulphate of ammonia."

(b) Will the Government be pleased to state whether any and, if so, how many demonstrative farms have been opened where the use of sulphate of ammonia was demonstrated to the agriculturists ?

Mr. J. W. Bhore : (a) The manurial value of sulphate of ammonia has been tested in every province in India. In sulphate of ammonia the cost per unit of nitrogen is considerably higher than it is in other available manures such as oil-cakes and cattle manures. It does not, therefore, ordinarily pay to use sulphate of ammonia except in tracts such as the cane-growing areas in the Bombay Presidency where cultivation is intense, and where other manures are not obtainable in sufficient quantities.

(b) The manurial value of sulphate of ammonia has been tested on almost every experimental farm in India ; but for the reasons given above its use has been demonstrated only on a small number of farms such as those in the cane areas in the Bombay Presidency.

EXTRACTION OF SULPHUR FROM COKING COAL IN ASSAM.

1584. ***Mr. C. Duraiswami Aiyangar :** With reference to Dr. Pascoe's remarks in paragraph 9 of his letter to the Tariff Board, will the Government be pleased to state whether any and, if so, what steps have been taken to discover a method of removing sulphur from coking coal in Assam ?

The Honourable Mr. A. C. Chatterjee : Recent experiments in the Geological Survey of India have proved that sulphur in the coal of Assam is, as has always been suspected, not present in the form of pyrites, but

is organically united to the coal substance. All attempts, therefore, to remove it by washing or by froth flotation have failed. The question of removal of sulphur in coal is not limited to the Assam occurrences, but is of world-wide importance. The Director of the Geological Survey of India is keeping a watch upon all published attempts to solve this problem. I may add that the suitability of Assam coal for smelting purposes in the ironfields of Bihar and Orissa depends not only upon the removal of the sulphur content, but also upon the solution of the transport problem.

ASSISTANCE RENDERED TO INDUSTRIAL FIRMS BY THE GEOLOGICAL SURVEY DEPARTMENT.

1585. ***Mr. C. Duraiswami Aiyangar** : With reference to the various remarks of Dr. Pascoe in his letter to the Tariff Board as to want of information :

(a) Will the Government be pleased to state how long the Geological Survey Department has been working at the discovery of coking coal obtainable in India ?

(b) Will the Government be pleased to state when approximately more definite information will be furnished by the Geological Survey Department ?

(c) Will the Government be pleased to state what help the Department has been rendering to the Indian industrial firms as regards the mineral resources of India ?

The Honourable Mr. A. C. Chatterjée : (a) The Geological Survey has devoted continuous attention to the subject, but coking experiments on a large scale are frequently necessary to determine the value of coals for coking purposes, and such experiments can scarcely be conducted by the Survey.

(b) A re-survey of all the important coalfields is being undertaken at once. It will probably take four or five years to complete.

(c) The Department publishes in its Records and Memoirs all available information regarding the mineral resources of India. It also supplies information to inquirers and introduces firms to private prospectors and geologists.

INDIAN, NON-INDIAN AND MIXED FIRMS ENGAGED IN THE IRON AND STEEL INDUSTRIES IN INDIA.

1586. ***Mr. C. Duraiswami Aiyangar** : (a) Will the Government be pleased to state how many firms in India carrying on iron or steel industries are (1) purely Indian, (2) purely non-Indian, (3) mixed (Indian and non-Indian capital).

(b) As regards non-Indian firms, will the Government be pleased to state how many were registered in India with rupee capital ?

The Honourable Sir Charles Innes : Government have no information beyond what is contained in the volume on Joint Stock Companies in British India and in certain Indian States which is published by the Commercial Intelligence Department. There is a copy in the Library.

REPRESENTATION OF THE CENTRAL LEGISLATURE ON THE GOVERNING BODY OF
THE LADY HARDINGE MEDICAL COLLEGE, DELHI.

1587. ***Lala Hans Raj** : With reference to the reply given on the 3rd March to the question by Pandit Krishna Kant Malaviya that the suggestion of adding elected members of the Assembly and the Council of State to the present Governing Body of the Lady Hardinge Medical College will be considered, will the Government be pleased to state what consideration of the suggestion has been made, and if not, why ?

Mr. J. W. Bhore : The Governing Body have intimated to the Government of India that they will be glad to add to their numbers Members of the Legislative Assembly and the Council of State.

EMPLOYMENT OF INDIAN PROFESSORS IN THE LADY HARDINGE MEDICAL
COLLEGE, DELHI.

1588. ***Lala Hans Raj** : With reference to the question to which a reply was given on the 3rd March that Indian Professors will be employed in the vacancies in the Lady Hardinge Medical College which were advertised, will the Government be pleased to state the names of the Indians employed, and if not, why ?

Mr. J. W. Bhore : It is the policy of the Governing Body to appoint suitably qualified Indians whenever such are available. Only recently they advertised for lecturers in Chemistry and Biology and have selected Miss Sushila Ram for the post of lecturer in Chemistry. No suitable applications were received for the other post.

ANNUAL GRANT TO THE LADY HARDINGE MEDICAL COLLEGE, DELHI.

1589. ***Lala Hans Raj** : Will the Government be pleased to lay on the table a copy of the rules under which the annual grant of Rs. 2 lakhs is given to the institution ?

Mr. J. W. Bhore : There are no rules governing the annual grant of Rs. 2 lakhs given to the Lady Hardinge Medical College.

AUDIT INSPECTION NOTE OF THE LADY HARDINGE MEDICAL COLLEGE,
DELHI.

1590. ***Lala Hans Raj** : With reference to the replies given on the 3rd and 24th March 1924 with regard to the audit inspection note of the Lady Hardinge Medical College for the period ending the 30th September 1923, will the Government be pleased to lay on the table the following :

- (a) Audit inspection note for the period ending the 30th September 1923 ;
- (b) Audit objection statements for the same period (with replies against each of the objections) ?

Mr. J. W. Bhore : A copy of the audit inspection report and the audit objection statements has been placed in the Library of the Assembly.

INSPECTION REPORT RELATING TO THE LADY HARDINGE MEDICAL COLLEGE,
DELHI.

1591. ***Lala Hans Raj** : With reference to the reply given on the 24th March that the Director of Tropical Medical Schools, Calcutta, has

finished the inspection and examination of the internal management of the Lady Hardinge Medical College, will the Government be pleased to lay on the table the inspection report submitted by the Director with the action taken by the Governing Body of the Institution ?

Mr. J. W. Bhore : A copy of the report submitted by the Director, School of Tropical Medicine and Hygiene, Calcutta, has been placed in the Library of the Assembly. In consequence of this report the Governing Body have addressed an appeal for further financial assistance to the Government of India.

DELAY IN THE PUBLICATION OF THE LAST QUINQUENNIAL REPORT OF THE LADY HARDINGE MEDICAL COLLEGE, DELHI.

1592. ***Lala Hans Raj :** (a) With reference to a reply given on the 24th March 1924 that the quinquennial report of the Lady Hardinge Medical College is under preparation, will the Government be pleased to lay it on the table if it is published ? If not, why ?

(b) Is it a fact that the last quinquennial report of the institution was published in 1918 as was stated in a reply on the 24th March 1924, and the second similar report was due in 1923 ? If so, will the Government be pleased to state reasons why the subsequent report was not published in due time ?

Mr. J. W. Bhore : (a) The Quinquennial report on the Lady Hardinge Medical College will be published shortly and a copy will be placed in the Library of the Assembly.

(b) Yes. The Government of India are not primarily concerned with the publication of this report.

CLASSIFICATION OF THE LADY HARDINGE MEDICAL COLLEGE, DELHI, AS A PRIVATE INSTITUTION.

1593. ***Lala Hans Raj :** With reference to the reply given on the 3rd March 1924 that the Lady Hardinge Medical College is a private concern with an independent audit read together with the letter of the Honorary Secretary published in the debate copy of the 24th March in response to a similar question, will the Government be pleased to state more definitely if this institution can still be treated as a private institution under the circumstances when its accounts are audited by the Government Auditors appointed by the Local Fund Examiner of the Punjab, and when it is entirely managed and controlled by the Government officials ?

Mr. J. W. Bhore : The Honourable Member will observe from the letter of the Honorary Secretary that the request for the accounts of the College being audited by the Examiner of Local Fund Accounts was made in the interests of efficiency and economy. The official character of the auditing agency employed cannot affect the character of the Governing Body which having been duly registered under Act XXI of 1860 is an autonomous corporation. I have already informed the Honourable Member that the Governing Body have intimated their desire to add non-official Members to their numbers.

NAMES OF INDIAN MEMBERS ON THE EXECUTIVE COMMITTEE OF THE COUNTESS OF DUFFERIN FUND.

1594. ***Lala Hans Raj :** (a) Is it a fact that the Countess of Dufferin Fund receives an annual grant from the Assembly ranging between 4 to 5 lakhs of rupees ?

(b) And is it a fact that this grant is given merely to provide medical aid for Indian women ?

(c) If the replies to (a) and (b) are in the affirmative, will the Government be pleased to state the names of the Indian Members who are acting on the management of the said Countess of Dufferin Fund ?

Mr. J. W. Bhore : (a) An annual grant of Rs. 3,70,000 is given.

(b) The grant is given towards the maintenance of a Woman's Medical Service for India.

(c) The following are the Indian members of the Governing Body :

- (1) Khan Bahadur Amin-ul-Islam.
- (2) The Honourable Sir Maneckji Dadabhoy.
- (3) Nawab Sahibzada Sir Abdul Qayyum Khan.
- (4) Lady Shafi.
- (5) Mr. K. C. Roy.
- (6) Mr. Mohan Lal, M.L.C.
- (7) The Honourable Raja Sir Harnam Singh.
- (8) Diwan Bahadur Tiruvenkata Rangachariar, M.L.A.
- (9) Mr. K. C. Neogy, M.L.A.

REPRESENTATION OF THE CENTRAL LEGISLATURE ON THE EXECUTIVE COMMITTEE OF THE COUNTESS OF DUFFERIN FUND.

1595. *Lala Hans Raj : Is it a fact that at present there is no elected Indian Member of the Legislative Assembly or the Council of State on the Executive Committee of the Countess of Dufferin Fund ? If so, are the Government prepared to take steps to have a prominent element of Indian elected Members on the said Committee ?

Mr. J. W. Bhore : No. There are three elected Members of the Indian Legislature on the Governing Body, namely, the Honourable Sir Maneckji Dadabhoy, Diwan Bahadur Tiruvenkata Rangachariar and Mr. K. C. Neogy. The latter part of the question does not therefore arise.

FREE REDIRECTION OF TELEGRAMS.

1596. *Dr. H. S. Gour : With reference to the Honourable Mr. A. C. Chatterjee's reply, dated the 1st February 1924, to my question No. 211, (a) is it a fact that the revenue derived from the redirection of bearing telegrams would approximately be Rs. 2,800 a year ? (b) In view of the small revenue so derived, will the Government be pleased to see that all telegrams are redirected free of charge ?

The Honourable Mr. A. C. Chatterjee : (a) Yes, but a considerable amount of additional work will be entailed for which staff will be necessary if all telegrams were redirected by wire free of charge.

(b) As telegrams are redirected or readdressed only on the authority of the addressee or on that of an agent of the addressee who is responsible for any charge that may be incurred, Government do not propose to make any change in the present system.

Dr. H. S. Gour : Is it not a fact that telegrams were previously readdressed free of charge ?

The Honourable Mr. A. C. Chatterjee : I do not know all the ancient history of the Department.

RENTAL OF HOUSES OWNED BY THE GOVERNMENT OF INDIA IN SIMLA.

1597. ***Khan Bahadur W. M. Hussanally :** (a) Will Government please lay on the table a statement in regard to landed estate belonging to the Government of India at Simla let on hire, in the following form ?

No.	Name of property.	Book value.	Gross rental realised.	Cost of repairs, taxes, supervision, etc.	Nett rental.	Percentage.

(b) A similar statement in regard to furniture supplied with these houses.

The Honourable Mr. A. C. Chatterjee : In view of the very large number of Government properties in Simla, the collection of the information required would involve an amount of labour which would be incommensurate with the value of the information when collected.

Baba Ujagar Singh Bedi : Is there no list kept for such things ?

The Honourable Mr. A. C. Chatterjee : Oh yes, there is a list, but not in this form.

SIMLA RENTS AND FURNITURE SUB-DIVISIONS.

1598. ***Khan Bahadur W. M. Hussanally :** (a) Are there separate sub-divisions at Simla for the recovery of rents, and for the supply of furniture ?

(b) What is the salary and allowances of the officers in charge of these offices ?

(c) Are the officers in charge Indian, Anglo-Indian or European ?

(d) What is the total cost per year of these offices ?

(e) Do Government propose to do away with these offices, recover rents by retrenchment from the salary bills of the officers occupying these houses, and ask such tenants to make their own arrangements for furniture ?

The Honourable Mr. A. C. Chatterjee : (a) There is no separate sub-division for the recovery of rents, but there is an independent furniture sub-division.

(b) The officer in charge of the furniture sub-division draws Rs. 500 per mensem.

(c) European.

(d) Rs. 13,510.

(e) The furniture sub-division has been constituted only as a temporary measure. Rents are already recovered by deductions from salary

bills. It is not proposed to discontinue the present arrangements regarding the supply of furniture.

Pandit Shamlal Nehru : May I know, if the rents are recovered from salary bills, what is the need for a Rs. 500 officer ?

The Honourable Mr. A. C. Chatterjee : I thought I had indicated that he deals with furniture and not with salary bills.

Mr. N. M. Joshi : May I ask, why Government, when they have a separate officer for furniture, should ask Members of this Assembly, when they want a few articles of furniture, to make their own arrangements ? Recently I was asked, when I wanted a few articles of furniture, to make my own arrangements.

The Honourable Mr. A. C. Chatterjee : I believe furniture was supplied to the Honourable Member. If he wants furniture on a very large or different scale, he must find it for himself.

Mr. N. M. Joshi : I only wanted two or three chairs more, and I do not consider that extravagant.

SALE OF GOVERNMENT PROPERTY IN SIMLA TO PRIVATE CAPITALISTS.

1599. ***Khan Bahadur W. M. Hussanally** : Do Government propose to sell these properties to private capitalists with the condition attached that they will offer these houses on rent to Government servants in the first instance ?

The Honourable Mr. A. C. Chatterjee : The answer is in the negative.

Mr. K. Ahmed : Is it a fact, Sir, that some Members of this Assembly applied for quarters on an annual rent and they were not given to them ?

The Honourable Mr. A. C. Chatterjee : I shall be greatly obliged if the Honourable Member will furnish me with detailed particulars and I shall inquire into the matter.

Pandit Shamlal Nehru : Is it not a fact, Sir, that these quarters are rented to officials at practically half the rent that is charged to Members of this Assembly, although they do not take it for the full season ?

The Honourable Mr. A. C. Chatterjee : I should like notice of the question. I am inclined to think the Honourable Member has been misinformed.

Pandit Shamlal Nehru : If the Honourable Member will see the books he will find that I am right.

RENTS OF QUARTERS AT LONGWOOD, THE CART ROAD AND SUMMER HILL.

1600. ***Khan Bahadur W. M. Hussanally** : (a) What is the rent charged at Longwood, Cart Road, and Summer Hill to Members of the Assembly and to other Government servants respectively for the same rooms ?

(b) Is it a fact that Government officers occupying Longwood quarters have the use of drawing rooms, garden, tennis courts, etc. ?

(c) Do officers pay separately for these ?

(d) Is it a fact that Members occupying the Range have no such use ?

(e) Is it a fact that the Range is in urgent need of replacement or very special repairs ?

(f) Are the rooms at Longwood available to Members or other non-officials on the same terms as officers for the season? If so, will the fact be so notified?

The Honourable Mr. A. C. Chatterjee : (a) As regards Longwood, the figures asked for were given by me in reply to a question asked by Khan Bahadur Sarfaraz Hussain Khan on the 8th March last. Members of the Assembly are charged from Rs. 140 to Rs. 150 for the quarters on the Cart Road; these quarters are not ordinarily available for Government officers. Members are charged Rs. 110 per mensem for the Summer Hill quarters; Government servants are charged an annual rental of Rs. 688 for these quarters.

(b) Yes.

(c) No, the charge is included in the rent. As regards the tennis court, all accessories required for the game, *e.g.*, screens, nets, etc., are provided by the residents using the court.

(d) It is not a fact.

(e) No.

(f) In reply to a supplementary question by Mr. K. Ahmed, asked on the 8th March last, I stated that the rooms at Longwood were available for Members on the same terms as officers, if the former were prepared to pay the rent for the whole season. They are not available for other non-officials. No further notification appears necessary.

APPOINTMENT OF A SUPERINTENDENT OF QUARTERS IN SIMLA ALLOTTED TO MEMBERS OF THE INDIAN LEGISLATURE.

1601. ***Khan Bahadur W. M. Hussanally :** (a) Is it a fact that during the past three years there was a Superintendent of quarters in charge of all Members' quarters whose duty it was to look after the convenience and comfort of Members?

(b) Are Government aware that in the May-June session there was no such officer in charge?

(c) That in consequence Members were put to inconvenience?

(d) Do Government propose to detail an officer on duty during the August-September session?

The Honourable Mr. A. C. Chatterjee : (a) Yes.

(b) There is an officer in charge, though not a whole-time officer as in previous years.

(c) Government are not aware that any serious inconvenience has been experienced on this account.

(d) The arrangement now in force will probably continue.

Mr. N. M. Joshi : Was the inconvenience not experienced by Government or by the Members? I know the Members have been greatly inconvenienced.

The Honourable Mr. A. C. Chatterjee : I am surprised to see, Sir, that a Member representing Labour wants an officer to look after his comforts regarding furniture.

Mr. N. M. Joshi : Do Government make any differentiation between Labour and other Members?

The Honourable Mr. A. C. Chatterjee : None, but I do not think that any Member here expects a whole-time officer to look after his comforts.

Mr. Gaya Prasad Singh : Was not there such an officer in the last Delhi session and his name was Mr. Smythe ?

Mr. K. Ahmed : Is the Honourable Member in charge of the Department aware—I repeat the same question as I put to his predecessor who was officiating for my Honourable friend while he was away—that the drawing or sitting room in the Longwood Hotel is now turned into a stable or something near it and all the beautiful furniture, or part of it at least, has been removed and it is very bad now for the use of Honourable Members of the Assembly that the very object of acquiring the Longwood property as their residence at Longwood Hotel has been frustrated, in view of the fact that after misrepresentation of the matter was made in this Assembly by saying that it was for Members of the Indian Legislature lakhs and lakhs of rupees were sanctioned by us when the Budget was passed and the amount of money as the price of it was granted by the Assembly, inasmuch as the Government have not allotted all the quarters for them and kept some reserved for outsiders against our wishes ?

Mr. President : Will the Honourable Member kindly put that question down ?

MEDICAL INSPECTION AND DISINFECTION OF HAJ PILGRIMS AT KARACHI.

1602. ***Khan Bahadur W. M. Hussanally :** (a) Are Government aware that the medical inspection and disinfection at Karachi for the Haj pilgrims is held far away from the camp ?

(b) If so, what is the distance between the Haji camp and the disinfection camp ?

(c) Are Government aware that there is a general complaint that Hajis are put to great trouble, inconvenience and privation while under medical inspection and disinfection at Karachi ?

(d) What time are Hajis required to be at the disinfection camp ?

(e) What time are they set free to go on board ?

(f) What time do they reach on board ?

(g) Do they have anything to eat during the interval ?

(h) Is it a fact that generally pilgrims arrive at the camp a number of days before the date of sailing of a boat, and also pass some days on the journey ?

(i) Do Government propose to remove the disinfection camp to the vicinity of the Haji camp for the convenience of the pilgrims ?

(j) Do Government propose to issue orders that the disinfection and medical inspection be spread over a number of days before the day of sailing in order to minimise the troubles and inconveniences of Hajis ?

Mr. J. W. Bhore : (a) and (b). Government are aware that the medical inspection and disinfection take place at Kiamari or about 3 miles from the camp. Everything possible is done to reduce the inconvenience. There is no privation.

(c) No. The Collector has personally supervised the arrangements three or four times this season and has introduced various improvements with the approval of the Haj Committee.

(d) This varies according to the number of pilgrims but the usual time is about four hours before sailing.

(e) To prevent a rush at the ships' gangways the pilgrims are passed out from the disinfection station in batches. The first batch begins to embark about three quarters of an hour after the time fixed for the commencement of the medical inspection ; the last batch about two hours later.

(f) This part of the question is not very clear, but if the Honourable Member means how long it takes to get from the disinfection shed to the steamer, the answer is about seven minutes.

(g) They are allowed to eat if they wish to do so and the Haj Committee provide iced drinks.

(h) Yes.

(i) No. The disinfection station is for the whole shipping of the port ; not only for pilgrims.

(j) No. This would be contrary to disinfection rules and recognised disinfection and medical inspection procedure.

Khan Bahadur W. M. Hussanally : Is it a fact that these pilgrims are required to be in the disinfection camp early in the morning and do not go on board ship till the afternoon ?

Mr. J. W. Bhore : I have said, Sir, that the normal period for which they are required to be in the disinfection shed is about four hours.

Khan Bahadur W. M. Hussanally : Then it is not a fact that they are required to be in the disinfection camp early in the morning and do not go on board ship till about the afternoon ?

Mr. J. W. Bhore : The information I have is, as stated by me, Sir.

Khan Bahadur W. M. Hussanally : Is it a fact that there was serious difficulty about water during the last season at the disinfection camp ?

Mr. J. W. Bhore : I have no information on that point, Sir, but, if the Honourable Member wishes for information, I shall make inquiry.

Khan Bahadur W. M. Hussanally : I shall be very much obliged if he could.

APPROPRIATION BY GOVERNMENT OF BUNGALOW NO. 12 IN HYDERABAD CANTONMENT SIND.

1603. ***Khan Bahadur W. M. Hussanally :** (a) Are the Government aware that Bungalow No. 12 in the Cantonment of Hyderabad Sind has been appropriated by Government under Act VI of 1923 ?

(b) Is it a fact that the owner demanded a Committee of Arbitration under the Act ?

(c) Is it a fact that the Officer Commanding the Station has refused to grant him the said Committee ?

(d) If yes, why ?

(e) Is it optional with the Officer Commanding to call a Committee of arbitration ?

(f) If not, do Government propose to take any action in the matter, and if so, what ?

Mr. E. Burdon : (a) Yes.

(b) Yes.

(c) Yes.

(d) Because the owner had already agreed to accept the increased rent of Rs. 60 per mensem.

(e) No.

(f) The necessary instructions have been issued.

SALE OF SURPLUS STOCK OF SALT IN THE GANJAM SALT FACTORY.

1604. ***Mr. B. Das :** Will Government be pleased to state :

(a) if it is a fact that Government are only able to sell in the Ganjam Salt Factory (Madras) at the rate of about 2 lakhs of maunds of Government salt a year and that more than three lakhs maunds of Government salt are now accumulating there ?

(b) if it is a fact that owing to the large accumulation due to dull sales, the Government have stopped manufacture in their monopoly platforms for the last three seasons ?

(c) if it is a fact that the stock now in hand represents the output of one year, manufactured three years ago ?

(d) whether Government intend selling off all the stock to any one merchant at a cheap rate ?

(e) if it is a fact that over and above the concession rate, Government propose to assign to the merchant all the waste and relinquished pans of the Ganjam Factory with a view ultimately to secure the whole factory under one man's monopoly and control ?

SALE OF SURPLUS STOCK OF SALT IN THE GANJAM SALT FACTORY.

1605. ***Mr. B. Das :** Will Government be pleased to state :

(a) whether representation has been made to the Collector of Salt and the Government of Madras to discountenance any extension or to sell the whole stock of salt to any one merchant ?

(b) whether Government are prepared to keep any proposals for fresh assignment of land in the Ganjam Factory in abeyance and call for a full report from the Government of Madras on the subject before deciding upon the matter ?

The Honourable Sir Basil Blackett : I will answer these two questions together.

The answers to parts (a), (b) and (c) of 1604 and part (a) of 1605 are in the affirmative.

In reply to part (d) of 1604, it has been decided to sell the stock to one merchant. The question whether the rate is a cheap one is a matter of opinion in view of the quality of salt.

(e) It is proposed to assign to the merchant the waste and relinquished pans of the factory, but this will not place the factory under one man's monopoly or control.

(b) of question No. 1605—The Government of India called for a report and after considering it have permitted the assignment to be proceeded with.

JOINT TERMINAL RAILWAY STATION AT BOMBAY.

1606. ***Mr. B. Das** : Will Government be pleased to state :

(a) if they have considered the proposition of having a joint terminal station at Bombay in view of the immediate acquisition of the G. I. P. Railway and the ultimate acquisition of the B., B. and C. I. Railway for the State ?

(b) Will Government be pleased to state what will be—

(i) the cost of the proposed new terminal station for the B., B. and C. I. Railway at Bombay ?

(ii) the cost of the acquisition of land for the same ?

Mr. A. A. L. Parsons : (a) Yes. The possibility of providing for a part of the terminal traffic of the Bombay, Baroda and Central India Railway at Victoria Terminus has been under consideration for some time. It is a complicated question because, at the same time, the alterations at Victoria Terminus in connection with the electrification of the Great Indian Peninsula Railway suburban lines and the necessity of allowing for further expansion of Victoria Terminus on account of Great Indian Peninsula traffic have also to be considered. But, although it may be found suitable to provide for the Bombay, Baroda and Central India long distance traffic at Victoria Terminus, the local suburban service of the Bombay, Baroda and Central India Railway and their goods traffic must, of course, continue on the existing Bombay, Baroda and Central India Railway lines as far as Grant Road where terminal arrangements will be in any case necessary for such traffic when the Bombay, Baroda and Central India Railway line between Grant Road and Colaba is removed.

(b) The original estimate of cost of the proposed new Bombay, Baroda and Central India Railway terminal station at Grant Road amounted to 3½ crores of rupees. After being revised, this figure was reduced to about Rs. 2 crores, but is again being subjected to further revision and reliable figures for works and land cannot be furnished. This estimate would be reduced by the credit that will be received for the Colaba property to be abandoned, and it must also be borne in mind that, if the existing line between Colaba and Grant Road were to be allowed to remain, considerable expenditure would be necessary to improve the existing terminal facilities in order to meet present and future needs.

Mr. B. Das : What would be the cost of the acquisition of land ?

Mr. A. A. L. Parsons : As I have already explained, I cannot at present give figures.

Mr. B. Das : Have Government actually acquired land for this scheme ?

Mr. A. A. L. Parsons : I am afraid I cannot say whether we have actually acquired land or not. Negotiations for the acquisition of land

have been in progress, but I do not know whether we have actually acquired any.

STATE MANAGEMENT OF THE EAST INDIAN AND THE GREAT INDIAN PENINSULA RAILWAYS.

1607. ***Mr. B. Das :** (a) In reference to my starred question No. 301 of 12th February, 1924, will Government be pleased to state what progress has been so far made to take over these two railways, namely, the East Indian Railway and Great Indian Peninsula Railway ?

(b) Have Government considered the advisability of appointing an experts' committee of the Railway Board to go into details of management of the G. I. P. Railway with a view to introduce retrenchment as soon as the railway comes under State management ?

Mr. A. A. L. Parsons : (a) The question of the arrangements necessary to take over the management of the East Indian Railway and the Great Indian Peninsula Railway is engaging the attention of Government and good progress has already been made with these arrangements.

(b) The Honourable Member's attention is directed to page 37 of Appendix B to the Demands for Grants for 1924-25. From that statement he will find that the present Agent is budgetting in 1924-25 for Rs. 71.52 lakhs less under the heads of General Administration, ordinary repairs and maintenance and operating expenses than the actual expenditure incurred under the same heads in 1922-23. This reduction in ordinary working expenses is being effected in spite of the fact that the Agent is budgetting in 1924-25 for gross earnings Rs. 20 lakhs in excess of the actuals of 1922-23. These facts show that there is no necessity for the appointment of the expert Committee suggested in this part of the question. The present Agent has already effected considerable economies on the Great Indian Peninsula Railway and the Government are confident that he will continue his efforts in this direction.

COST OF TOWN PLANNING SCHEMES UNDERTAKEN BY THE GREAT INDIAN PENINSULA RAILWAY.

1608. ***Mr. B. Das :** (a) Is it a fact that the Great Indian Peninsula Railway has been building residential towns for railway officers and abandoning them for other centres ?

(b) Is it true that there are 3 or 4 such deserted towns and that quarters built for high officials are occupied by subordinates ?

(c) Will Government be pleased to state the capital spent on such town planning schemes by the Great Indian Peninsula Railway ?

Mr. A. A. L. Parsons : (a) No.

(b) and (c). The Honourable Member possibly refers to the arrangements resulting from the new organisation adopted on the Great Indian Peninsula Railway on 1st November 1922. It is an exaggeration to use the expression 'deserted towns', but it is believed to be correct that at a few stations certain bungalows previously utilised for officers' quarters will not be required now for that purpose. Of these, however, a number were rented bungalows the leases of which have expired, at least two were in bad condition and would have had to be rebuilt, and some will be sold as there is a demand for them.

This only leaves four officers' bungalows which cannot be utilised for their original purpose, and two of these will probably be set aside as rest houses, the other two being made use of for subordinates.

EXPENDITURE INCURRED BY STATE AND GUARANTEED RAILWAYS ON HOUSING OF THEIR STAFF.

1609. ***Mr. B. Das** : Will Government be pleased to lay a statement on the table showing the capital expenditure on all State and Guaranteed Railways for housing of their officers and staff ?

Mr. A. A. L. Parsons : A statement giving the required information is placed on the table.

Statement showing capital outlay incurred from commencement of operations or from date of purchase in the case of railways purchased from the old guaranteed railway companies, to end of 31st March 1923 on staff quarters by State Railways whether worked by State or by Companies.

Name of Railways.	Amount. Rs.
<i>State Railways worked by the State.</i>	
North Western Railway	3,37,04,379
Oudh and Rohilkhand	70,50,729
Eastern Bengal	1,93,20,300
Aden Railways	1,47,423
Delhi New Capital Railway Works Scheme	6,02,826
<i>State Railways worked by Companies or by Indian States.</i>	
Assam Bengal	62,43,085
Bengal Nagpur	2,29,38,654
Burma	1,23,58,756
Bengal and North Western	21,53,593
Bozwada	40,274
Bombay, Baroda and Central India	2,62,62,710
East Indian	2,08,05,650
Great Indian Peninsula	2,17,97,994
Jodhpur Hyderabad	3,24,235
Lucknow Bareilly	3,79,093
Madras and Southern Mahratta Rly.	37,51,081
South Indian Railway	61,67,342
Total	18,40,48,124

REPAYMENT OF ADVANCES MADE TO THE ARMY CANTEN BOARD BY THE IMPERIAL BANK OF INDIA.

1610. ***Maulvi Abul Kasem** : (1) Will the Government be pleased to state whether the organisation known as the Army Canteen Board (India) has earned any profits, and if so, how much of those profits have been utilized for the benefit of the soldier ?

(2) Will the Government be pleased to state the extent and amount of guarantee which they have given to the Imperial Bank of India in respect of the advances made by the latter to the Army Canteen Board (India) ?

(3) Will the Government be pleased to say whether the Army Canteen Board (India) has repaid any part of the debt advanced to it by the Imperial Bank of India on the guarantee of the Government ?

Mr. E. Burdon : (1) With regard to the first part of the question, I would invite the attention of the Honourable Member to the reply given on the 9th June to starred question No. 1414.

As regards the second part, the Army Canteen Board (India) has, from the commencement, given a rebate to the units for which it caters. No sums in addition to this rebate have been distributed to troops.

(2) Rs. 20,00,000.

(3) The answer is in the negative.

APPOINTMENT OF AN OUTSIDER AS CONTROLLER OF TELEGRAPH STORES.

1611. ***Mr. B. Das :** Is it a fact that an outsider has been appointed as Controller of Telegraph Stores on a special rate of pay (Rs. 1,700—2,000) though this appointment used to be held by an officer of the Telegraph Department of the rank of Divisional Engineer (Pay Rs. 550—50—1,300) ?

Mr. H. A. Sams : The officer appointed as Controller of Telegraph Stores on special pay of Rs. 1,600—75—1,900, is not an outsider but a permanent officer of the Department.

This appointment used to be held by an officer of the rank of Divisional Engineer who was liable to transfer at any time. In order to avoid the management of the Store Yard being affected by frequent transfers it was considered desirable to have an officer permanently posted to this particular appointment.

APPOINTMENT OF AN OUTSIDER AS ASSISTANT CONTROLLER OF TELEGRAPH STORES.

1612. ***Mr. B. Das :** (a) Is it a fact that an outsider has been appointed as Assistant Controller of Telegraph Stores on a pay of Rs. 1,050 though officers with a knowledge of Telegraph Engineering and stores are available on much lower pay ?

(b) What are the special qualifications of this officer for which he has been started on the above salary ?

Mr. H. A. Sams : (a) Yes. It was considered that a suitable man could not be obtained on a lower rate of pay.

(b) The man appointed is an electrical and mechanical engineer with specialised experience in store-keeping.

WORKING COST OF THE TELEGRAPH DEPARTMENT.

1613. ***Mr. B. Das :** In view of the commercialisation of the Telegraph Department, will Government be pleased to lay a revised statement on the table showing the working cost of this department of the Government of India after allowing for—

(a) depreciation,

(b) sinking fund ?

The Honourable Mr. A. C. Chatterjee : The commercialisation of the accounts of the Department is not yet complete. It is not possible therefore to place a revised statement on the table.

REDUCTION OF EXPENDITURE IN THE TELEGRAPH DEPARTMENT.

1614. ***Mr. B. Das :** (a) Is it a fact that the Telegraph Department always runs at a loss ?

(b) If so, will Government be pleased to state what steps they have in contemplation for reduction of expenditure of this Department ?

(c) Are Government aware that heavy expenses are incurred in this Department by the reservation of a large number of posts for Anglo-Indians and Europeans ?

(d) Have Government considered the advisability of throwing open these positions to Indians and incidentally introducing retrenchment in expenditure ?

The Honourable Mr. A. C. Chatterjee : (a) It is not possible to say for certain whether there is a profit or loss on the telegraph working until the accounts of the Postal and Telegraph Department have been fully commercialised.

(b) The Government have under consideration the question whether it is desirable to initiate a special inquiry into the possibility of reducing expenditure in the Department.

(c) No. So far as telegraphists are concerned, Indians, Europeans and Anglo-Indians are employed on the same rates of pay. So far as the superior officers of the Engineering Branch are concerned, the only difference in rates of pay is that the officers recruited in the United Kingdom draw overseas allowance and technical pay.

(d) This question is under consideration in connection with the Lee Commission's recommendations so far as the Superior Services are concerned.

Mr. Devaki Prasad Sinha : Sir, with reference to the answer to part (c) of the question, is it a fact that a certain number of posts in this Department are reserved for Anglo-Indians or Europeans ?

The Honourable Mr. A. C. Chatterjee : I should like notice of the question.

Mr. Devaki Prasad Sinha : By what time do the Government of India expect to complete the commercialisation of the Post and Telegraph Department ?

The Honourable Mr. A. C. Chatterjee : I hope in a few months longer.

COST OF LONG DISTANCE TELEPHONE LINES AND INCOME DERIVED THEREFROM.

1615. ***Mr. B. Das :** (a) Will Government be pleased to state the total capital expenses incurred so far for long distance telephone lines such as—between Bombay and Delhi and Delhi and Simla ?

(b) Will Government be pleased to give :

(i) the additional recurring expenditure to the Post and Telegraphs for introduction of these lines, and

(ii) the income derived so far from the use of these trunk calls ?

Mr. H. A. Sams : (a) The total capital expenditure incurred on the entire trunk system up to 31st March 1923 amounts to Rs. 36,39,924.

(b) (i). The recurring expenditure for the upkeep of all long distance telephone lines during 1922-23 amounted to Rs. 3,03,490 which included Rs. 1,98,049 on account of interest on capital outlay and Rs. 5,017 on account of overhead charges.

(b) (ii). The revenue and expenditure for the years from 1920-21 to 1922-23 are :

Year.		Revenue.	Expenditure.	Profit or Loss.
		Rs.	Rs.	Rs.
1920-21	..	1,71,978	1,93,610	21,632 Loss.
1921-22	..	3,00,440	2,63,917	36,523 Profit.
1922-23	.. ..	3,82,034	3,03,490	78,604 ..

COST OF TOWN TELEPHONE SCHEMES AND INCOME DERIVED THEREFROM.

1616. ***Mr. B. Das :** (a) Is it a fact that many district towns all over India are being fitted up with telephones for the use of a few Government officials ?

(b) Will Government be pleased to lay a statement on the table showing :

- (i) the capital cost in each case of all town telephone schemes as have been carried out since 1923, March,
- (ii) the additional expenditure in each case for maintenance and management,
- (iii) the income derived from each town so far ?

(c) Are the Government prepared in future to place such schemes before the Standing Finance Committee and to agree that no such schemes be carried out without the approval of that Committee ?

The Honourable Mr. A. C. Chatterjee : (a) No.

(b) The financial results of the telephone service for the year 1923-24 are not yet available.

(c) I do not at present see any reason to adopt any such general rule as is suggested by the Honourable Member.

Mr. K. Ahmed : Are the public allowed to use those telephones in the districts ?

The Honourable Mr. A. C. Chatterjee : Oh, yes ; certainly.

Mr. K. Ahmed : Is there any system of payment or any system of collection besides the Government orders ?

The Honourable Mr. A. C. Chatterjee : I am sure that the Honourable gentleman will be provided with a connection if he applies.

Mr. K. Ahmed : Is there any rule up till now ?

The Honourable Mr. A. C. Chatterjee : Rules will be furnished to the Honourable gentleman when he applies.

MAXIMUM PAY OF TELEGRAPH OFFICERS RECRUITED IN INDIA FROM INDIAN ENGINEERING COLLEGES.

1617. ***Mr. B. Das :** (a) Is it a fact that the maximum pay which a telegraph officer recruited in India direct from Indian Engineering Colleges can get is only Rs. 1,300 whereas an officer in the superior branch in the corresponding rank who is promoted from the subordinate grade draws Rs. 1,400 ?

(b) Do Government propose to take steps to remove this anomaly ?

The Honourable Mr. A. C. Chatterjee : (a) No.

(b) Does not arise.

CENTRAL AND LOCAL RAILWAYS ADVISORY COUNCILS.

1618. ***Mr. B. Das :** (a) Will Government be pleased to lay a statement on the table giving a list of names of members of the Central Advisory Council and Local Advisory Councils of Railways ?

(b) Will Government be pleased to lay a statement for the information of the Members of this House showing :

(i) the number of meetings these Advisory Councils had so far.

(ii) subjects referred to them for opinion and advice,

(iii) action, if any, taken on their recommendations ?

Mr. A. A. L. Parsons : (a) A list of the Members of the Central Advisory Council is laid on the table. For the names of members of the Local Advisory Committees, the Honourable Member is referred to the answer given in this Assembly to item (a) of question No. 1192 on 2nd June, 1924.

(b) With regard to the Central Advisory Council the Honourable Member is referred to the reply given to question No. 92 on 18th February, 1924, in the Council of State. A further statement showing meetings since held and subjects discussed at the same is laid on the table. With regard to Local Advisory Committees the Honourable Member is referred to the reply given on 3rd March, 1924, in this Assembly to item (b) of question No. 595.

Members of the Central Advisory Council.

The Honourable Sir Dinshaw Wacha.

The Honourable Sir Arthur Froom.

The Honourable Rai Bahadur Lala Ramsaran Das, C.I.E.

The Honourable Mr. Phiroze C. Sethna, O.B.E.

Dr. H. S. Gour, M.L.A.

Diwan Bahadur Tiruvenkata Rangachariar, M.L.A.

Sir Purshotamdas Thakurdas, M.L.A.

Babu Rung Lal Jajodia, M.L.A.

Babu Kshitish Chandra Neogy, M.L.A.

Seth Kasturbhni Lalbhai, M.L.A.

Sir Gordon Fraser, M.L.A.

Maulvi Abdul Kasem.

A. Cochran, Esq., M.L.A.

Khan Bahadur Saiyid Muhammad Ismail, M.L.A.

Meetings of Central Advisory Council for Railways.

Date of meeting.	Subject placed before Council.	Recommendations made.
4th February 1924 ..	Separation of Railway from General Finance.	The general scope of the scheme was explained and while no resolution was passed, members generally appeared to be in favour of the principle.
16th February 1924 ..	Amendment of Railway Act.	The proposal was discussed by members, but no decision was taken.
Ditto ..	North Western Railway sleeper contract.	A sub-committee was appointed to inquire into the question. Their reports have been circulated to members, and will be taken up at the next meeting of the full Council.
Ditto ..	Technical Training of Railway officers and subordinates.	The matter was discussed only. No decision was asked for.
Ditto ..	New Lines	Ditto ditto.

REPRESENTATION OF THE PASSENGERS' AND TRAFFIC RELIEF ASSOCIATIONS
ON THE CENTRAL AND LOCAL RAILWAY ADVISORY COUNCILS.

1619. ***Mr. B. Das :** (a) Are Government aware of the existence of the Passengers' and Traffic Relief Associations at Bombay, Madras, Calcutta and Karachi ?

(b) Have any of these Associations been given the privilege of representation on the Central and Local Advisory Councils ?

(c) If the reply be in the affirmative, will Government be pleased to mention the names of such representatives and the Council they are on ?

(d) If the reply be in the negative, will Government be pleased to state the reason why ?

(e) Do Government propose to take immediate steps to see that such Associations wherever they exist are given the privilege of representation on the Local Advisory Committee of those Railways in the working of which they are interested ?

Mr. A. A. L. Parsons : (a) Government are aware of the existence of various Passengers' Associations.

(b) and (c). The Central Advisory Council is formed from Members of the Council of State and Legislative Assembly. Mr. K. Parthasarathy Iyengar, Honorary Secretary, Indian Passengers' Association, Madras, is a member of the Madras and Southern Mahratta Railway Local Advisory Committee. Mr. Jivraj Nensey, Secretary, Passengers' and Traffic Relief Association, Bombay, is a Member of the Bombay, Baroda and Central

India Railway Local Advisory Committee on behalf of the Municipal Corporation.

(d) Does not arise.

(e) The rules for the constitution of Local Advisory Committees provide for three members representing rural interests and the travelling public. It is to the interest of Railways to see that their Committees are as representative as possible. Government do not propose to take any action in the matter.

CONSTITUTION OF THE LOCAL RAILWAY ADVISORY COMMITTEES.

1620. ***Mr. B. Das** : Will Government be pleased to place on the table a copy of the Circular giving details of the constitution of the Local Advisory Committees set up with the different Railways in India ?

Mr. A. A. L. Parsons : The Honourable Member is referred to item (ii) of the reply given in the Assembly on 19th February, 1922, to Mr. B. S. Kamat's question No. 376.

REORGANIZATION OF THE RAILWAY BOARD.

1621. ***Mr. B. Das** : (a) How far have Government proceeded in the reorganisation of the Railway Commission ?

(b) Will Government be pleased to state why an Indian Member was not recruited on the retirement of Colonel Waghorn from the Railway Board ?

(c) Did Government approach retired Indian engineers and railway officials to sit on the Railway Board ?

(d) If the reply be in the negative, will Government be pleased to state if it is their policy to exclude Indians from all administrative posts of the Railway Board ?

(e) Do Government propose to take proper steps to recruit Indians in the reorganisation scheme of the Railway Board ?

Mr. A. A. L. Parsons : (a) Full information about the changes is given in para. 35 of the Budget Memorandum for 1924-25, a copy of which was given to all Honourable Members. All of the changes referred to have been brought into effect.

(b) Members of the Railway Board must necessarily possess a high degree of practical knowledge and experience of railway working and no Indian possessing the requisite qualifications was forthcoming.

(c) and (d). No.

(e) Claims of Indian officers of suitable seniority and experience are considered in making selections for appointments in the Railway Board as they fall vacant. Two Indian officers have recently been selected for such appointments.

Mr. Devaki Prasad Sinha : What is the material upon which the Honourable Member bases his assumption that no Indian was found qualified to fill this post ?

The Honourable Sir Charles Innes : Before filling this post we examined the qualifications of all the Agents and Chief Engineers.

Mr. Devaki Prasad Sinha : Was this post advertised ?

The Honourable Sir Charles Innes : Certainly not.

Mr. Devaki Prasad Sinha : How did the Government of India ascertain that there was absolutely no Indian who could fill this post ?

The Honourable Sir Charles Innes : There was certainly no Indian among the posts I referred to with fresh and recent experience of practical railway working in India.

STAFF SELECTION BOARD EXAMINATIONS.

1622. ***Mr. B. O. Roy :** Will the Government be pleased to state :

- (a) the total number of candidates examined by the Staff Selection Board in their first examination,
- (b) the total number of candidates examined by the Staff Selection Board in their second or last examination,
- (c) The total number of candidates to be examined this year :
 - (i) departmental,
 - (ii) outsiders ?

The Honourable Sir Alexander Muddiman : (a) The exact number cannot be stated. It was approximately 500.

(b) 1,340.

(c) 268 departmental and 295 outside candidates.

QUALIFICATIONS, PAY, ETC., OF THE ASSISTANT SECRETARY, STAFF SELECTION BOARD.

1623. ***Mr. B. C. Roy :** (a) Is it a fact that an Assistant Secretary has been appointed on a salary of Rs. 500 to carry out the impending examination to be held by the Staff Selection Board ?

(b) Is the incumbent who has been appointed to the post of Assistant Secretary an educationist ; if so, what is his University degree ?

(c) Has he ever conducted any public or departmental examination ; if so, when and where ?

(d) If the answers to the foregoing questions are in the negative, why has he been particularly selected ?

(e) Will the Government be pleased to state whether the post was advertised ; if not, why not ?

(f) Has the present incumbent of the post been given gazetted rank ? In this connection will the Government be pleased to state what was his substantive pay ?

The Honourable Sir Alexander Muddiman : The answer to part (a) is in the affirmative and to parts (b) and (c) and the first parts of (e) and (f) in the negative.

As to (d) and the remaining parts of (e) and (f) the Assistant-Secretary was specially selected after careful consideration in view of his proved ability as an assistant in my Department. The post was not

advertised as there was a suitable candidate at hand. His substantive pay was Rs. 365.

DUTIES OF THE PART-TIME SECRETARY, STAFF SELECTION BOARD.

1624. ***Mr. B. C. Roy :** (a) Will the Government be pleased to state if the present part-time Secretary to the Staff Selection Board draws an allowance of Rs. 200 per mensem and will continue to draw this allowance till this examination is over in addition to the appointment of the Assistant Secretary on Rs. 500 per mensem ?

(b) Will the Government be pleased to furnish the reasons for sanctioning these two appointments ?

(c) Will the Government be pleased to state whether the above procedure has been followed so as not to deprive the present part-time Secretary of his allowance of Rs. 200 ?

(d) Will the Government be pleased to state whether it is a fact that the present part-time Secretary does not attend to the Board's work of correspondence with candidates, etc., regularly every day ; if so, for how long and to how many letters does he reply and on how many files does he note ?

(e) If the answer to the above is in the negative is it not a fact that he got the present Assistant Secretary appointed merely to take a greater share of his own normal work besides the work of the examination ?

(f) Is it also a fact that the present part-time Secretary gives a nominal interview for one minute to the passed and unpassed candidates ?

(g) Will the Government be pleased to state whether it is a fact that the present part-time Secretary does not devote any extra hours before or after office time to the Staff Selection Board's work ?

(h) If the reply to the above is in the affirmative, will the Government be pleased to state why his allowance of Rs. 200 should not be retrenched now ?

(i) Will the Government be pleased to state for how long the present Assistant Secretary will continue in his post ?

(j) Will the Government be pleased to state whether the present part-time Secretary keeps the letters of passed and unpassed candidates unanswered from days to months ; if so, why so ?

The Honourable Sir Alexander Muddiman : (a) Yes.

(b) It was quite impossible for the part-time Secretary to carry out all the arrangements for the examination in addition to his other work. It was therefore decided to appoint a Special Officer for that work while retaining the Secretary to carry on his ordinary duties. The arrangement has resulted in economy.

The reply to parts (c), (d), (e), (g) and (j) is in the negative. Part (h) does not arise.

(f) I understand this is sometimes the case, especially when candidates have been previously interviewed.

(i) The Assistant Secretary reverted to his appointment in the Home Department on the 1st September.

AMALGAMATION OF THE STAFF SELECTION BOARD WITH THE HOME DEPARTMENT.

1625. ***Mr. B. C. Roy :** Has it been decided that the work of the Staff Selection Board will be amalgamated with the Home Department and not with the Department of Education ?

The Honourable Sir Alexander Muddiman : The Honourable Member is correct in thinking that that was the intention, but circumstances have since changed. The future of the Staff Selection Board is at present under consideration.

NAMES AND QUALIFICATIONS OF PAST SECRETARIES AND THE PRESENT PART-TIME SECRETARY, STAFF SELECTION BOARD.

1626. ***Mr. B. C. Roy :** Will the Government be pleased to state the name and qualifications of the Secretary of the Staff Selection Board from the start, also the name and qualifications of the present part-time Secretary ?

The Honourable Sir Alexander Muddiman : The names are :

Mr. J. D. V. Hodge,

Mr. R. S. Bajpai,

Mr. J. W. Hearn,

Mr. G. R. Kaye,

Mr. A. S. Lawrence,

Mr. E. H. Brandon.

The main qualification for the post are knowledge of the Secretariat system and good general ability. All the officers selected for the post have possessed these qualifications.

APPOINTMENT OF AN I. C. S. OFFICER AS SECRETARY, STAFF SELECTION BOARD.

1627. ***Mr. B. C. Roy :** (a) Will the Government kindly state whether the Staff Selection Board was created to stop the irregular methods of recruitment which used to be formerly practised by the Chief Clerks and Registrars of the Departments ?

(b) If the reply to the above question is in the affirmative will the Government be pleased to state why the present post of the Secretary of the Board is held by an Assistant Secretary of a certain Department, who really performs the duties of a Superintendent or a Registrar ?

(c) Are the Government prepared to consider the question that in future this post should be held by an I. C. S. Officer and not by a junior officer of the Government of India ?

The Honourable Sir Alexander Muddiman : (a) I would refer the Honourable Member to paragraphs 35 to 37 of the Secretariat Procedure Committee's report which show why the Staff Selection Board was set up.

(b) Because that is a suitable and economical arrangement.

(c) I am afraid I cannot give any such undertaking.

1. NOMINATION BY THE SECRETARY, STAFF SELECTION BOARD, OF CANDIDATES FOR VACANCIES.

1628. ***Mr. B. C. Roy** : Will the Government be pleased to state whether the present Secretary of the Staff Selection Board can nominate for vacancies short or long passed or unpassed candidates without the approval of the Chairman or the Board ? Whether he has ever done it, if so how many candidates has he so far nominated without the knowledge of the Board or the Chairman ?

The Honourable Sir Alexander Muddiman : The answer is in the negative.

The Secretary works in close and constant consultation with and under the orders of the Chairman of the Board.

2. EMPLOYMENT OF PENSIONERS IN THE LOCAL CLEARING OFFICE (ENEMY DEBTS).

1629. ***Mr. B. C. Roy** : (a) Will the Government be pleased to state if the office of the Local Clearing Office (Enemy Debts) has been staffed with 4 or 5 pensioners ?

(b) Has this been done with the knowledge of the Staff Selection Board and what are the amounts of pay granted to these pensioners ?

Sir Henry Moncrieff Smith : There are two pensioners on the staff of the Local Clearing Office, which is only a temporary Office dealing with highly technical work in connection with the Peace Treaties. The work of the two posts in which they are employed can only be carried on by men of the ripest experience. Before the first pensioner was appointed the most suitable candidate the Staff Selection Board could provide at the time was tried for a month and found unfitted. An attempt was then made to secure a man of the requisite experience from another Department but none of the men selected as suitable would accept service in a temporary office on the pay offered. It was therefore necessary to employ a pensioner. The second pensioner, who is a retired Registrar of the Railway Board, had been employed for some time in a temporary capacity on special work of peculiar difficulty. As this work proved likely to continue for an indefinite period the opportunity of the recent resignation, on account of ill-health, of the senior assistant on Rs. 300 was taken to bring this man on to the regular staff. None of the candidates the Staff Selection Board could provide would have the experience necessary to deal with this class of work.

The pensioners draw consolidated salaries of Rs. 200 and Rs. 205 per mensem, respectively.

The sanction of the Staff Selection Board was obtained to the first appointment and the sanction of the Home Department, who now deal with such exemptions, has been obtained to the second appointment.

3. REPRESENTATION OF MEMBERS OF THE LEGISLATIVE ASSEMBLY ON THE STAFF SELECTION BOARD.

1630. ***Mr. B. C. Roy** : Will the Government kindly state if non-official Members of the Staff Selection Board have been nominated this

year from the Members of the Assembly ; if not, why not and who are the Members who have been appointed as non-official Members ?

The Honourable Sir Alexander Muddiman : The non-official members of the *ad hoc* Board are :

Khan Bahadur Mir Muhammad Khan, and
Mr. U. N. Sen.

They are not Members of the Legislative Assembly. The Government of India did not think it necessary to appoint Members of the Legislative Assembly to the Board, as it has been meeting frequently in Simla while the Assembly has not been in session.

Mr. President : Kumar Ganganand Sinha. Question No. 1631.

Mr. Devaki Prasad Sinha : May I put these questions in the absence of Kumar Ganganand Sinha ? I shall put No. 1640 as the previous questions have already been answered.

Mr. President : No. 1631.

ELECTION OF MEMBERS OF THE LEGISLATIVE ASSEMBLY TO THE GOVERNING BODY OF THE LADY HARDINGE MEDICAL COLLEGE AND HOSPITAL, DELHI.

1631. ***Kumar Ganganand Sinha :** With reference to the answer given by the Honourable Mr. Butler to question No. 581, part (c), on 3rd March 1924 to the effect that the suggestion made regarding the election of the Members of the Assembly to the Governing Body of the Lady Hardinge Medical College and Hospital (Delhi) will receive the consideration of the Government, will they be pleased to state :

- (a) whether the suggestion has been considered or not ; if so, with what results ? if not, why ?
- (b) whether there was any communication on this point between the Government of India and the Governing Body of the College ; if so, will the Government be pleased to lay it on the table ?

Mr. J. W. Bhore : The attention of the Honourable Member is invited to the reply given by me to Lala Hans Raj's starred question No. 1587.

Mr. President : Kumar Ganganand Sinha. No. 1632.

Mr. K. Ahmed : Do Government propose for the sake of economy not to repeat answers to the same questions notice of which has been given by different Honourable Members ?

Lala Hans Raj : Part (d) of No. 1632 has not yet been replied to.

Mr. President : No. 1632.

EXTRAVAGANT EXPENDITURE IN THE LADY HARDINGE MEDICAL COLLEGE.

1632. ***Kumar Ganganand Sinha :** With reference to the answer given to question No. 582 on 3rd March 1924 will the Government be pleased to lay on the table :

- (a) true copy of the resolution passed by the Governing Body of the Lady Hardinge College regarding the extravagant management ?
- (b) true copy of the report of inspection made by Lieut.-Colonel Megaw, Director of the School of Tropical Medicine, Calcutta, after the investigation of the internal affairs of the institution ?

(c) true copy of the resolution, if any, of the Governing Body authorising some action on the inspection report referred to in (b) above ?

(d) details of the action, if any, taken on the resolution ?

(e) reason for not taking action, if that be so ?

Mr. J. W. Bhore : (a), (b) and (c). Copies of the resolutions passed by the Governing Body and of Lieutenant-Colonel Megaw's report of inspection have been placed in the Library of the Assembly.

(d) The Governing Body have addressed an appeal for further financial assistance to the Government of India, who have it under consideration.

(e) does not arise.

Mr. President : No. 1633. Mr. Devaki Prasad Sinha.

CLASSIFICATION OF THE LADY HARDINGE MEDICAL COLLEGE AS A PRIVATE INSTITUTION.

1633. ***Kumar Ganganand Sinha :** With reference to the Honourable Mr. Butler's answer to question No. 583 asked on 3rd March 1924 to the effect that the Lady Hardinge College is a private institution with an independent audit and the letter of the Honorary Secretary of the Governing Body dated the 2nd April 1921 published in the official copy of the Assembly debates of 24th March 1924 in connection with question No. 989 will the Government be pleased to state what they precisely mean by 'private institution' when it is being practically managed and controlled by the officials ?

Mr. J. W. Bhore : The Honourable Member's attention is invited to the reply given by me to Lala Hans Raj's starred question No. 1593.

Mr. K. Ahmed : Is it not a waste of time to repeat the same answers ?

Mr. Devaki Prasad Sinha : I stated in the beginning that I would not ask these questions. If you will permit me, I will ask No. 1640, because all the other questions have already been answered.

Mr. K. Ahmed : Are Government aware that interested people draft a number of questions and approach Honourable Members one by one, who in their turn give notice of the same questions to the Secretary of the Legislative Assembly unnecessarily ?

Mr. President : Will the Honourable Member in charge tell me how many questions have already been answered ?

Mr. J. W. Bhore : Practically all up to 1640.

Mr. Devaki Prasad Sinha : All except 1637.

Mr. President : No. 1634.

RULES OF SERVICE FOR THE JUNIOR AND SENIOR STAFF OF THE LADY HARDINGE MEDICAL COLLEGE, DELHI.

1634. ***Kumar Ganganand Sinha :** With reference to question No. 626 put on the 3rd March 1924 and reply given thereto regarding the rules of service for the junior and senior staff of the Lady Hardinge College will the Government be pleased to call for and lay on the table a copy of the

rules which apply equally to Europeans and Indians and state how they can be discriminated from clauses of the agreement of service, in the College ?

Mr. J. W. Bhore : Copies of the agreement forms for the senior and junior staff recruited from England, whether European or Indian, have been placed in the Library of the Assembly. There are no special rules of service drawn up for those recruited in India.

AUDIT INSPECTION NOTE AND AUDIT OBJECTION STATEMENT RELATING TO THE LADY HARDINGE MEDICAL COLLEGE, DELHI, FOR THE PERIOD ENDING 30TH SEPTEMBER 1923.

1635. ***Kumar Ganganand Sinha :** With reference to question No. 586 put on the 3rd March 1924 and question No. 991 put on 24th March 1924, will the Government be pleased to lay on the table :

(a) audit inspection note for the period ending 30th September 1923 ;

(b) audit objection statement for the period ending 30th September 1923 ?

Mr. J. W. Bhore : A copy of the Audit Inspection Report and the audit objections has been placed in the Library of the Assembly.

DATE OF PUBLICATION OF THE QUINQUENNIAL REPORT OF THE LADY HARDINGE MEDICAL COLLEGE, DELHI.

1636. ***Kumar Ganganand Sinha :** With reference to question No. 987 put on 24th March 1924 will the Government be pleased to state the reason why the quinquennial report of the Lady Hardinge College was not issued in 1923 and the probable date of its publication ?

Mr. J. W. Bhore : The attention of the Honourable Member is invited to the reply given by me to Lala Hans Raj's starred question No. 1592.

AFFILIATION OF THE SCIENCE AND MEDICAL DEPARTMENTS OF THE LADY HARDINGE MEDICAL COLLEGE TO THE DELHI UNIVERSITY.

1637. ***Kumar Ganganand Sinha :** Are the Government aware of the fact that neither the science nor the medical department of the Lady Hardinge College is affiliated to the Delhi University ? If so, do the Government contemplate to affiliate them to the said University ?

Mr. J. W. Bhore : Yes. The matter is one for the consideration of the Governing Body and the Delhi University.

EMPLOYMENT OF INDIAN PROFESSORS IN THE LADY HARDINGE HOSPITAL, DELHI.

1638. ***Kumar Ganganand Sinha :** With reference to the answer given to Pandit Krishnakant Malviya on the 3rd March that Indian Professors will be employed in the Lady Hardinge Hospital to fill the vacancies advertised, will the Government be pleased to state the names of Indians, if any, employed. If no Indian is employed, why is it so ?

Mr. J. W. Bhore : This has already been answered.†

† *Vide* answer to question No. 1588.

ANNUAL GRANT TO THE LADY HARDINGE MEDICAL COLLEGE, DELHI.

1639. **Kumar Ganganand Sinha** : Will the Government be pleased to lay on the table a statement indicating the condition on which an annual grant of Rs. 2 lakhs is given to the institution ?

Mr. J. W. Bhore : This has already been answered.†

RAISING OF THE LEVEL OF THE RAILWAY LINE BETWEEN KHARIK AND SAHEBPURKAMAL STATION ON THE B. N. W. RAILWAY.

1640. ***Kumar Ganganand Sinha** : (a) Is it a fact that the B. N. W. Ry. is raising the level of the railway line between Kharik and Sahebpurkamal stations by 3 feet ?

(b) Are the Government aware of the fact that the embankment, over which the B. N. W. Railway trains pass between Kharik and Sahebpurkamal stations, checks the flow of water to the other side and year after year for the last 7 years causes flood on that side of it on which the Ganges flows ?

(c) Are the Government aware of the fact that these floods invariably bring with them famine and pestilence and cause innumerable loss of life and property ?

(d) Are the Government aware of the fact that the B. N. W. Railway realises from the people of the flood-stricken area contributions to defray the expenses of the patrol police guards, that are kept during the rainy season, to prevent the distressed people from causing a breach in the line ?

(e) Are the Government aware of the fact that the exasperation of the distressed people, numbering about 2 lakhs, is so great that they effected the breach of the railway line on more than one occasion ?

(f) Is it a fact that the villagers of the flood-stricken area have been constantly sending representations to the railway authorities about the flood for the last few years but no permanent measure to relieve their distress has been adopted ? If so, are the Government prepared to ask the Bihar and Orissa Government and B. N. W. Ry. for detailed information why nothing satisfactory has been done to meet the situation and why the embankment is being raised, and lay the information on the table when it is received ?

Mr. A. A. L. Parsons : (a) The Bengal and North-Western Railway has raised a flood berm about 3 feet high along the railway embankment between Thana-Bihpur and Pasraha.

(b) Yes, Government are aware of the fact that the Bengal and North-Western Railway embankment between Kharik and Sahebpurkamal stations checks the flow of flood water from the Ganges towards the north, and that for the last 7 years the Ganges floods on the south side have risen to a higher level than the flood water on the north side. The railway embankment between these places follows closely the watershed between the river Ganges on the south and the Bur Gundak, Tiljuga and Kosi rivers on the north, this section of the line having been designed in accordance with decisions arrived at as a result of investigations initiated by a meeting held at Bhagalpur under the Chairmanship of the Commissioner in December 1898. The object of aligning this section of

† *Vide* answer to question No. 1589.

railway along the watershed was that it should interfere as little as possible with the natural spread of the flood waters from these rivers, and as the country was subject to inundation on both sides of the railway alignment it was decided to carry the line on a more or less continuous embankment in order that the effect of the annual floods might be localised as far as possible in the areas to the north and the south and with the idea that the damages caused by such floods should be minimised as much as possible. Experience has shown that cuts which have been made in the railway embankment by the inhabitants of the neighbouring tracts, when they have been submerged, have not resulted in any substantial reduction in the level of the floods on the two sides of the embankment, and as a matter of fact the embankment often acts beneficially by confining the floods to one side to the advantage of the other. As mentioned above, for the last 7 years the floods in the Ganges have risen to a higher level than those on the north, but in view of the enormous volume of water which comes down the Ganges at such times of very high flood the effect that would be produced if there were flood openings in this embankment would only be to cause more severe floods on the north of the embankment without affording much relief to the area between the embankment and the Ganges.

(c) Government are aware that the hardships enumerated are usually associated with extensive floods.

(d) No such contributions are realised by the Bengal and North-Western Railway Administration.

(e) Yes.

(f) There have been representations in this matter from time to time and the problem is one that has received perpetual attention on account of the anxiety that is annually caused by the floods to the Railway Administration. It seems doubtful however whether any reasonable way of improving conditions can be found in view of what is stated above in the reply to (b).

Mr. Devaki Prasad Sinha : In view of the serious admissions made by the Honourable Member, may I ask if the Government have considered any steps which would remove the difficulty which the Honourable Member himself admits ?

Mr. A. A. L. Parsons : I have already explained that the difficulty seems to be insuperable.

Mr. Devaki Prasad Sinha : In view of the insuperable character of the difficulty, as the Honourable Member has stated, do Government propose to consider the question of dismantling the line altogether in order to save about two lakhs of people in the flood-stricken area ?

Mr. A. A. L. Parsons : No, Sir.

Mr. Devaki Prasad Sinha : Do Government consider that the existence of the lives of two lakhs of people is less important than a railway line extending over 7 miles ?

(No answer.)

Mr. Devaki Prasad Sinha : May I take it that the Honourable Member is not answering that question ?

(No answer.)

Mr. Devaki Prasad Sinha : Is a plan for building an embankment along a railway line considered by any Government official before it is finally sanctioned ?

The Honourable Sir Charles Innes : I can give the Honourable Member a general answer. Might I suggest that he should study the very careful answer that we have given and then, after studying it, if he would like to come round and have a talk with the Railway Board, we shall be most happy to discuss the question. On this very technical question we have given a very carefully prepared answer, and neither Mr. Parsons nor myself are prepared to discuss in detail a technical engineering question of this kind.

Mr. Devaki Prasad Sinha : May I ask the Honourable Member if he is prepared to consider representations which have so far been received by the Local Government without any result and to discuss matters with those who are interested in this question ?

Mr. A. A. L. Parsons : We have considered all the representations received, as I have already informed the Honourable Member.

Mr. Devaki Prasad Sinha : Have all these representations been considered and disposed of, or are they still pending ?

Mr. President : The Honourable Member has had a very full and fair answer.

UNSTARRED QUESTIONS AND ANSWERS.

DISCHARGE OF DEVI CHAND, POINTS JAMADAR AT KASUR, N. W. RAILWAY.

290. **Lala Hans Raj :** (a) Is it a fact that one Devi Chand, Points Jamadar at Kasur, North-Western Railway, has been discharged owing to his old age while Allah Ditta and Fazal Din who are older than him are still in service ? If so, will the Government please state the reason for doing so ?

(b) Is it a fact that in his old age the said Devi Chand's whole property was taken away by thieves from the quarters at Kasur railway station ?

(c) Is it a fact that the said Devi Chand has, in spite of many representations made to different authorities, since he was discharged, not received any gratuity ?

(d) Is it a fact that the said Devi Chand received one letter, dated 7th January, 1924, about a year after his discharge, from the District Traffic Superintendent, Bhatinda, informing him that "gratuity amounting to Rs. 162 has been sanctioned by the Agent, Lahore and you will be called in this office to receive payment when the pay order is passed by the Chief Auditor, Lahore" but has not yet been granted the same ?

Mr. C. D. M. Hindley : (a), (b), (c) and (d). Government have no information and cannot undertake to inquire. A copy of the question has however been sent to the Agent, North-Western Railway, and he will doubtless take such action as is required.

TRANSFER OF THE STATION MASTER, KASUR.

291. **Lala Hans Raj** : (1) Will the Government please state how many Muhammadans and Hindus were employed at Kasur railway station, North-Western Railway, previous to the present station master and how many are employed at present ?

(2) Will the Government please state :

(a) After how long one executive officer in civil and railway service is transferred from one station to another ?

(b) Since when the present station master is employed at Kasur ?

(c) Why the present station master has not been transferred after his three years' stay at Kasur ?

Mr. C. D. M. Hindley : (1) and (2) (b). Government have no information.

2 (a) and (c). There is no rule requiring a station master to be transferred after any given period.

CREATION OF A THIRD DIVISION IN THE GOVERNMENT OF INDIA SECRETARIAT.

292. **Lala Hans Raj** : 1. Is it a fact that a Third Division is being created only in the Secretariat ? If so what has led the Government to do so ?

2. Is it a fact that general dissatisfaction and disappointment is being felt amongst the Lower Division Clerks of the Government of India Secretariat ?

3. If the answer to above question is in the affirmative, why do the Government contemplate the creation of a Routine Division in the Secretariat offices only and thus differentiate their salaries by a large margin as compared to the existing Lower Division ?

4. Will the Government please state what is the present rate of pay of the Lower Division in the Army Headquarters ? Why is not the same grade introduced in the Secretariat in place of the one now under consideration ?

5. After the creation of the Third Division, will the Government please state who would be the men placed in the Lower Division and what nature of work is expected of them ?

6. Are the Government aware that there are many Upper Division Assistants in the Secretariat and attached offices who are doing purely routine or very less important work ? If so, do the Government contemplate at the same time the introduction of a similar grade in their Division ?

The Honourable Sir Alexander Muddiman : 1. With the exception of the Headquarters, Royal Air Force, Simla, where a third division is already in existence, a third division has so far been created in the Secretariat only. It has been created in the interests of economy and in view of the recommendation made by the Indian Retrenchment Committee in paragraph 8 on page 128 of their Report.

2. I am not aware that such dissatisfaction or disappointment exists.

3. Does not arise.

4. I am sending the Honourable Member a statement showing the rates of pay of the Lower Division in Army Headquarters. These rates have not been introduced in the Secretariat, because Government considered that the new rates were more suitable.

5. It is for each Department of Government to decide what men will be placed in the Lower Division and what work will be taken from them.

6. The answer to the first part of the question is in the negative. The second part therefore does not arise.

CLERKS UNDER THE EFFICIENCY BARS IN THE LOWER AND UPPER DIVISIONS OF THE GOVERNMENT OF INDIA SECRETARIAT AND ATTACHED OFFICES.

293. **Lala Hans Raj** : 1. How many men of the Lower Division in the Secretariat and attached offices are under the efficiency bar and how many of them are Muhammadans, Hindus and Anglo-Indians ?

2. Does any such efficiency bar exist in the Upper Division ? If so, at what pay and how many men of that Division are under efficiency bar in different offices and of different communities ?

The Honourable Sir Alexander Muddiman : 1. There are 459 clerks below the efficiency bars in the Lower Divisions of the Secretariat and attached offices. Of these 93 are Muhammadans, 328 Hindus and 35 Anglo-Indians. This includes 3 Muhammadans, 7 Hindus and 6 Anglo-Indians, whose promotion has been stopped at the efficiency bars.

2. Yes. The efficiency bar in the Upper Division of the Secretariat is at Rs. 365. In the Attached Offices the efficiency bars are at Rs. 200 and Rs. 300 in the offices of the Director General, Indian Medical Service, Chief Controller, Stores, and Director, Intelligence Bureau ; at Rs. 200 in the offices of the Director General, Archaeology, and Director, Public Information ; at Rs. 332 in the Branches of Army Headquarters ; and at Rs. 270 and Rs. 450 in the Military Accountant General's Office.

43 Muhammadans, 205 Hindus, 87 Anglo-Indians, 7 Europeans and 2 Indian Christians in the Upper Divisions of the Secretariat and Attached Offices are below the efficiency bars. None of these men have been stopped at the efficiency bars.

RENT-FREE QUARTERS AT RAISINA, DELHI.

294. **Lala Hans Raj** : Do the Government contemplate giving rent-free quarters at Raisina, Delhi, like all other services in India when they fix up their offices at Delhi ?

The Honourable Mr. A. C. Chatterjee : The answer is in the negative.

MATCH FACTORIES IN INDIA.

295. **Pandit Madan Mohan Malaviya** : Will the Government be pleased to state (a) if they are aware that a powerful Swedish combine is being formed to establish match factories in India on an extensive scale, and (b) whether any concessions are being obtained for them or foreign enterprises from Provincial Governments through intermediaries in India ?

(2) Will the Government be also pleased to state whether any, and if so, what concessions or facilities or encouragements have been given

by Provincial Governments to the Indian match factories already in existence at Ahmedabad and the Sundarbans and to the match factory which has nearly been completed at Shahdara (Lahore) ?

The Honourable Mr. A. C. Chatterjee : 1. (a) Government have seen statements to this effect in the press.

(b) No concessions have been granted as far as the Government of India are aware.

2. The Government of India understand that the only concession which the Government of Bengal have granted is one to the Bande Mataram Match Factory at Tollygange, Calcutta, giving them a lease of a forest block in the Darjeeling Forest Division for 30 years subject to certain conditions. The Punjab Government have, it is understood, leased some ground to the firm of Sir Daya Kishan Kaul Sons and Company for constructing a match factory at Shahdara near Lahore. The Government of India have no information regarding any concessions granted by the Government of Bombay to the factory at Ahmedabad.

VIEWS OF LOCAL GOVERNMENTS AND LEGISLATURES ON THE RECOMMENDATIONS OF THE LEE COMMISSION.

296. **Diwan Bahadur M. Ramachandra Rao :** Do the Government intend to obtain the views of the Local Governments and the Legislative Councils in the Provinces in regard to the recommendations of the Lee Commission and place the same on the table before the discussion of the subject in this House ?

The Honourable Sir Alexander Muddiman : Copies of the correspondence between the Government of India and Local Governments on the recommendations of the Lee Commission have been laid on the table*. Any expression of opinion by Provincial Legislatures is a matter for local arrangement.

SLEEPERS FOR THE NORTH-WESTERN RAILWAY.

297. **Lala Duni Chand :** (a) Will the Government be pleased to state the capacity of the treating plant belonging to the N. W. R. at Dhilwan for daily outturn, of treated sleepers ?

(b) Will the Government be pleased to state the price at which the chir and fir sleepers for treating at Dhilwan are being purchased by the N. W. R. ?

(c) Will the Government be pleased to state the percentage of rejections of the fir and chir sleepers before they are treated in the N. W. R. plant at Dhilwan ?

(d) Will the Government be pleased to state if it is a fact that each fir and chir sleeper when treated in the plant at Dhilwan costs the N. W. R. about Rs. 7-4-0 ?

(e) Will the Government be pleased to state how long a treated sleeper lasts on road line, and how long a deodar sleeper lasts on road line ?

(f) Will the Government be pleased to state what is the market rate of deodar sleepers at present, and how does the treated sleeper compare in price with the present market rate of a deodar sleeper ?

* *Vide* Appendix "A" printed with the Debates of the 8th September, 1924.

Mr. C. D. M. Hindley : (a) The maximum outturn of treated sleepers from the Dhilwan Depot is about 1,500 per day and the average about 1,100 per day.

(b) Under the present contract, the North-Western Railway is paying Rs. 4 per sleeper for fir and chir sleepers taken in equal quantities.

(c) Usually the rejections at Dhilwan before treatment are between 1 and 2 per cent, but if the sleepers, particularly fir, have to pass a summer in the Depot before treatment, the rejections may rise to about 5 per cent.

(d) Each fir and chir sleeper treated in the plant at Dhilwan, costs the North-Western Railway from Rs. 6-4-0 to Rs. 6-8-0 at present, including the original cost of the sleeper itself and the loss due to rejections before treatment. It is expected that this will be gradually reduced in course of time.

(e) The life of a deodar sleeper in the road is about 15 years. Government have not sufficient experience of treated fir and chir sleepers to be certain as to their life in the road, but it is anticipated that their life will be about 12 years.

(f) The present market price of a deodar sleeper is about Rs. 7, and for comparison with this, a treated fir or chir sleeper should cost Rs. 6-1-0 about, on the life basis given in the reply to (e).

NORTH WESTERN RAILWAY CONTRACT FOR SLEEPERS.

293. **Lala Duni Chand :** (a) Will the Government be pleased to state if it is a fact that a sub-committee of the members of the Central Advisory Committee was appointed to go into the five years, N. W. R. sleepers, contract ?

(b) If the reply to the above be in the affirmative will the Government be pleased to state the names of the members of this committee ?

(c) Will the Government be pleased to state (i) the terms of reference to this sub-committee and (ii) if the sub-committee was authorised to take non-official evidence ?

(d) If the reply to part (c) (ii) be in the negative will the Government be pleased to state the reason why non-official evidence has been excluded ?

(e) Will the Government be pleased to lay on the table the report of the sub-committee of the Central Advisory Committee ?

Mr. C. D. M. Hindley : In accordance with an undertaking given by the Honourable the Railway Member in reply to a question by the Honourable Mr. N. M. Samarth on 23rd July 1923, in the Legislative Assembly, the facts relating to certain contracts for sleepers made by the North-Western Railway were placed before the Central Advisory Council in February last and the matter was remitted by them for examination by a sub-committee of the Council consisting of :—

1. Mr. A. A. L. Parsons, I.C.S., Financial Commissioner, Railways.
2. Sir Campbell Rhodes, C.B.E., M.L.A.
3. The Honourable R. B. Lala Ram Saran Das, C.I.E., and
4. Babu Khitish Chandra Neogy, M.L.A.

It was decided that the sub-committee should submit their report to the whole Council, but no terms of reference were drawn up, nor was the Committee authorised specifically to take any particular evidence. In accordance with an undertaking given by the Honourable Railway Member to the Central Advisory Council, the Agent of the North-Western Railway was present when the matter was considered by the sub-committee and was interrogated by them. But the sub-committee was not in any sense a judicial body and had no authority to call other persons to give evidence before it.

The reports submitted by members of the sub-committee are laid on the table.

Report of the Sub-Committee to consider the N. W. Railway sleeper contract.

A Sub-Committee was appointed by the Central Advisory Council at its meeting of the 16th February to consider and report on the question of the North-Western Railway sleeper contract. The Sub-Committee consisted of—

Mr. A. A. L. Parsons, I.C.S.

Sir Campbell Rhodes, C.B.E., M.L.A.

The Honourable R. B. Lala Ramsaran Das, C.I.E.

Babu Khitish Chandra Neogy, M.L.A.

Two meetings were held on the 23rd February and 21st March, and it was decided at the latter that each member should note on the following distinct issues :—

- (1) In calling for a five-year contract for whole or part supply in October 1922 did the Railway Administration exercise ordinary business prudence ?
- (2) Should the whole contract have been given to Messrs. Spedding and Company ?
- (3) Should the terms have been varied after the acceptance of the contract ?
- (4) Are there any specific points which from a consideration of this case the Central Advisory Council might suggest for investigation by the officers who are enquiring into the best method of obtaining sleepers in future ?

The notes were considered at a meeting held on 26th March, and it was decided that in view of the divergence of opinions disclosed it would be more helpful to the Council if all of them were submitted *in extenso*.

Copies of the several notes are attached for information of the Council.

NOTE BY THE HONOURABLE RAI BAHADUR LALA RAM SARAN DASS,
C.I.E.

In July 1923 a series of questions on the manner of purchasing coniferous sleepers by the North Western Railway were asked in the Indian Legislative Assembly. In reply to question No. 352 put by Mr. Samarth the Honourable Sir Charles Innes stated that "the manner of placing contracts for the supply of sleepers will be re-examined in the light of a contract and all the facts will be placed before the Central Advisory Council for Railways." A meeting of the Central Advisory Council was held on the 16th February 1924 and there it was decided that a sub-committee of the Council should first examine the matter and submit their report to the whole Council. The sub-committee framed the following four issues :—

1. In calling for a 5-year contract for a whole or a part supply during 1922 did the Railway Administration exercise ordinary business prudence ?
2. Should the whole contract be given to Speddings ?
3. Should the terms have been varied after the acceptance of the tender ?
4. Future suggestions regarding pools, etc.

Issue No. 1.—Ordinary business prudence required that the North-Western Railway should obtain its supplies at the cheapest rates provided the material at the same time was of good quality. The Railway Administration was not wise in making a contract of 5 years in advance. Even in war times the prices had not ordinarily risen beyond Rs. 8 per sleeper deodar. We have now been passing through a period of falling prices, and it could not be expected that prices would rise above Rs. 8 per sleeper, the rate at which the Railway proposed to purchase according to this 5 years' contract. As businessmen the North-Western Railway authorities should have known, as other big traders in the field did know, that the very firm Spedding and Dinga Singh with whom they were placing the contracts for the supply of coniferous sleepers have as co-partners of the Punjab Government in the Talwara Saw Mills obtained very valuable concessions from the Punjab Government (*vide* agreement between the Secretary of State for India on the one hand and Bawa Dinga Singh on the other hand, dated 21st August 1922, referred to in the evidence of Mr. Gibson before the Public Accounts Committee of the Punjab Legislative Council—page 64 of the Report and page 77 of the same Report)—and that the Forest Department of that Province had agreed to sell to Bawa Dinga Singh B. G. Deodar at Rs. 6-4-0 per sleeper, Cheel Rs. 3 per sleeper and Fir at Rs. 2-12-0 per sleeper. In April 1923 these rates were subsequently revised. The rates of B. G. Deodar were raised from Rs. 6-4-0 to Rs. 6-8-0 and of soft wood to Rs. 3-3-6 per sleeper. The North-Western Railway authorities were under these circumstances quite unjustified in purchasing at such high prices as Rs. 7-15-0 for B. G. Deodar, Rs. 4-6-0 for Cheel and Rs. 3-12-0 for Fir. The Railway authorities for accepting these terms rely on two things. They say that Mr. Gibson, the Chief Conservator of Forests, advised that the prices were expected to rise. I doubt very much whether Railway authorities whose interest it is to purchase things as cheaply as possible were right in taking in this matter the advice of one of their own contractors, the Punjab Forest Department, whose interest must obviously be to secure for their Forest produce as high a price as possible. But apart from this the Railway Administration should have seen that the recent contract of the Chief Conservator of Forests, Punjab, with Bawa Dinga Singh was quite opposed to the alleged advice of the Conservator. And does not the Punjab Government a few months later close down their own Saw Mills on the ground that with prices prevailing in the market it was no longer profitable to run the concern. The second ground on which the Railway authorities rely for accepting such high rates from Spedding and Company for 5 years in advance is said to be that the other tenderers also had offered prices not only very different from Speddings but some of them offered two sets of prices, lower ones for the first two years or so and higher ones for the next three years. The Railway authorities from this argue that there was evidence for prices in subsequent years to rise. If the Railway Administration had been a little more prudent and foresighted they would have at once seen the reason for these two sets of prices. In the first place they must have known that the forest leases of many of the tenderers were about to expire in one or two or three years. Naturally the tenderers could not be sure about the market two or three years hence. It depended on how and by whom the future forest leases were to be worked. The wisest and best course for the Railway authorities should have been to see what happened when two years hence the forest leases of many of the tenderers expired. Under these circumstances the contracts should also have been limited to a smaller number of years preferably for one year only. And as regards high quotations by the tenderers, quotations much higher than the prevailing market rates, who was responsible for this? Did not the Chief Engineer of North-Western Railway himself in his letter No. P-743-Miscellaneous, dated 11th March 1922, to the Chief Conservator of Forests, Punjab, offer to purchase B. G. Deodar at Rs. 8, M. G. Deodar at Rs. 4-2-0 and Cheel or Fir B. G. at Rs. 4? If the Chief Engineer himself is willing to offer such high prices to the Punjab Forest Department naturally it means that he invites the traders to demand the same high prices. I am convinced the North-Western Railway Administration was unwise in fixing contracts for 5 years in advance and at such high rates. The advice alleged to have been given to them by the Chief Conservator of Forests, Punjab, could not be supported by facts. In view of the falling prices the same Chief Conservator had to close down his pet scheme of Saw Mills for fear of its being a losing concern. The same Chief Conservator had a few months previous to this contract sold his own forest produce at much cheaper rates than what the Chief Engineer, North-Western Railway, accepted from Speddings. I find it impossible to think that the Railway authorities were prudent in making this long period contract at such high rates.

Issue No. 2.—The second point is whether it was wise to give the whole contract to one firm. In this matter too I cannot support the action of the Railway authorities. They seem to think that by eliminating the competition of other timber merchants they could bring down the prices of sleepers. Have the creation of monopolies ever

reduced prices? The Railway authorities seemed to think that if competition in obtaining forest leases could be eliminated, forest leases could be obtained at cheaper rates from the owners of forests. As a matter of fact we find the acceptance of monopolist rates from Spedding has brought about for them increased rates for forest lease in the Kashmir State. But even if the rates for forest leases went down, the Railway authorities have made too large an assumption in this matter. Such a state of affairs would only swell the profits of the monopolists without in any way lowering the prices. Even recent instances show that where the Speddings obtained their supplies at very cheap rates, viz., Rs. 6-8-0 per sleeper they have not reduced their prices charged from the Railway. By giving the whole contract to one firm the Railway Administration can never succeed in lowering prices. It is only under a healthy competition that prices can be lowered. The Railway authorities say that in pre-war times when the bulk of the purchases were made from Spedding the prices were low. In the war times on account of scarcity of supplies contracts were given to others also. They now argue that because purchases were made from several firms the prices went up. Here there is another large assumption. Who ever heard saying that the existence of a large number of sellers in the market raises the prices? I am surprised that the Railway Administration should hold such a view wholly opposed to all well-known and well-tested economic principles. The prices in the war times went up not because there were too many sellers in the field, but because there were still larger a number, much too large a number, of buyers at the same time. After the war the number of buyers has suddenly gone down, while the number of sellers still remains at a high figure. The Railway Administration in this instance has without benefiting itself tried to injure the timber trade as a whole. By creating a monopoly it will bring about the ruin of all indigenous enterprise. Moreover there is another point to be taken into consideration. Before giving contract to one individual firm the Railway Administration should have seen whether the firm patronized had sufficient resources to meet the demands. In the pre-war times Spedding and Company no doubt possessed large forest areas on lease. They could then no doubt supply over 6 lakhs Deodar sleepers annually. But the Railway Administration should have known that Spedding and Company had been ousted from the Krishna-Ganga forest (Kashmir) by X in 1914. They were ousted from Chamba forests by Y in 1915. They are no longer working in Kulu since 1919. Bawa Dinga Singh has no forest on lease and he never had any. Spedding and Company in 1922 were already booked with North-Western Railway for 2,500,000 sleepers annually up to 1926. At the time of taking this new 5-years contract Speddings did not possess any resources in the shape of their own forests for meeting the obligations under this new contract. It was after this contract that the firm obtained another lease in the Kashmir State. But in view of the monopolist rates they had obtained from the Railway Department they had to pay higher rates for this lease. From this source they cannot supply more than 75,000 sleepers. The total output of this firm from their own forests at present is said to be about 3,25,000 sleepers annually. In August 1922, Punjab Government had no doubt agreed to sell to Bawa Dinga Singh Deodar and soft wood at much cheaper rates but in April 1923 their supply from Punjab Government was restricted to 1,25,000 B. G. Deodar at Rs. 6-8-0 and 75,000 Cheel at Rs. 3-3-6. It means that the total commitments of Spedding and Company at present are 7,50,000 Deodar annually and 6,00,000 soft wood sleepers annually. Against these commitments the firm is said to have a supply of 3,25,000 Deodar annually from their own forests, and a supply of 1,25,000 Deodar and 70,000 Cheel sleepers from Punjab Government annually. That is to say, they can supply annually about 4,50,000 Deodars and 70,000 Cheel from their own resources. The remaining 3,00,000 Deodars and 5,30,000 Cheel and Fir they have to take from the Bazaar. So far as their supply from the Government and their purchases from the Bazaar are concerned Spedding and Bawa Dinga Singh are merely middlemen. They have offered to purchase 65,000 sleepers from Z one of the unsuccessful tenderers, on a commission of Re. 1-4-0 per sleeper. They have purchased sleepers from others also at a big profit. From Government of the Punjab and from Tehri, Garhwal, they have been able to make a high profit. They purchase from them sleepers at Rs. 6-8-0 and sell it to Railway Department at Rs. 7-15-0. The North-Western Railway before giving a long term contract to Speddings should have satisfied itself as to whether the firm possess a sufficient supply of their own. This I am convinced they have failed to do. No doubt, in the past this firm had been fulfilling its obligations to the satisfaction of the Railway Administration. But then it must be remembered that the resources of the company were formerly much larger. They possessed large number of forests on lease. That is no longer the case. The Railway authorities should have seen that it was now no longer possible for this company to meet their much heavier commitments from their own resources. To create a monopoly in their favour under such circumstances would only result in ruining all the other indigenous firms in the trade, and in benefiting and patronizing

only this one European firm, of which Bawa Dinga Singh, is only a nominal partner. This could hardly have been the object of the North-Western Railway. We are told that Y had in the past been unsatisfactory inasmuch as they had not been regular in their supply. The Agent, North-Western Railway, himself admits that the Railway had not direct dealings with this firm. Even in cases where they appeared to have dealings of some sort with the Railway Department it has not been shown that the firm, excepting one, were at fault for any delay that may have occurred in the delivery and quality of the supplies. I believe there were many reliable tenderers, A was one who could supply sleepers to the Railway authorities from his own forests at lower rates. It appears that the Railway Administration was too hasty in accepting the tender of Speddings, and I am convinced they were not wise in rejecting all the offers of the others. At any rate the tenders should have been accepted in part from more than one tenderer. We have had no opportunity of examining the unsuccessful tenderers. If we had that opportunity I believe they would have given us sufficient material to judge whether the allegations of the Railway Department against other firms hold any water. The North-Western Railway has in my opinion been unjust in this matter to the other firms and they are not in their own interests wise in giving the whole contract to one firm and thus creating a monopoly which may become its own dictator in the future.

Issue No. 3.—The Railway Administration was not at all justified in varying the terms in the tenders. They have by these variations unduly favoured Speddings. In not requiring this firm to deliver sleepers f.o.r. the Railway Administration has given them a concession of one anna per sleeper which means to them a subsidy of about Rs. 1,56,250. By allowing them to supply only 85 per cent. first class they have given them a concession of 3 annas per sleeper on B. G. Deodar and 2 annas per sleeper on soft wood. This means to them a subsidy of about Rs. 8,43,750. In allowing the company to sub-let or assign their contract on commission to other firms and being able to purchase their supplies from the Government Forest Departments and others at very low rates the Railway Administration have put into the pockets of Speddings and Company about 40,00,000 of rupees in 5 years. If this company had been required in accordance with the terms of the tender to deposit 5 per cent. of the value of the goods to be delivered they would have been made to deposit over 14,00,000 of rupees. To finance such a big amount is not an easy thing and that meant a grant concession to the firm. All these variations of the terms of the tender will give I think to Speddings and Company something like 50,00,000 rupees in 5 years, in addition to the interest charges, they would save in not being made to deposit 14,00,000 of rupees as security. Had the other firms anticipated these changes in the terms of the tender the Railway Administration would have obtained very favourable terms from such firm. I believe in doing this the Railway authorities have made a serious mistake.

Issue No. 4.—The present system of pool, I am convinced, is wholly wrong. In pre-war times Messrs. Speddings and Company possessed in the Punjab a sort of monopoly. They possessed leases of most of the forests. At that time there were hardly any Indians in the timber business. In war times as every source for the supply of timber was stopped Indians also got an opportunity of entering the field. In a few years time the Indian firms obtained leases of some of the forests and were able to oust Speddings from the field to some extent. The creation of a monopoly in favour of Speddings has not only compelled the Punjab Government to close down their own timber saw mills concern and made them suffer a loss of about 7,00,000 but have also practically killed all indigenous enterprise in the timber trade. It is said that Bawa Dinga Singh is a partner in the firm of Speddings and Company and therefore the firm is not entirely European. But it must be remembered that Bawa Dinga Singh or Paudit Rishi Ram are only nominal partners in the firm. The firm is for all intents and purposes a European firm, and in giving a long term contract to this firm the Railway Administration are killing the entire Indian industry in this line. In creating this monopoly the Railway too will not obtain any advantage. The present contracts have shown that the system of pools in neither for the advantage. Time will come when on the removal of competitors from the field Speddings and Company will be able to dictate their own terms to the Railway and it will mean not cheap supply to them, which I hope is the object they want to attain. From this point also the creation of monopolies is inadvisable. Creation of pools for the purchase of sleepers vests too much power in one centre. This is undesirable, and the present contracts have shown that the system of pools is neither for the advantage of the country nor for the advantage of the Railways.

RAM SARAN DAS.

The 26th March 1924.

NOTE BY MR. K. C. NEOGY.

Issue No. 1.—The Railway authorities told us that the principal justification for this 5-year contract was that Deodar was getting scarce, and that they relied upon the expert opinion of Mr. Gibson, Chief Conservator of Forests in the Punjab, in support of this proposition. The Minutes of the discussion that took place on the subject between Mr. Gibson and the Railway authorities were read out to us, and it is to be noted that while Mr. Gibson expressed the view that the supply of Deodar was absolutely limited, in a later part of the Minutes he is reported to have stated that that was the worst period for entering into a 5-year contract, and further that no trader could quote favourable rates for 5 years. I fail to see how the Railway could reasonably act upon one part of Mr. Gibson's opinion overlooking the other part which bears more directly upon the question of advisability of a 5-year contract. As this expression of Mr. Gibson's opinion was not available to us when the Agent of the North-Western Railway appeared before the sub-committee, we could not get an elucidation on the point from him. We should have liked to ascertain whether there were any facts or circumstances justifying the rejection of the latter part of Mr. Gibson's opinion. It does not seem to me that the Railway Administration is justified in invoking the authority of Mr. Gibson in support of the decision to call for tenders for a 5-year contract. If Mr. Gibson's opinion is to be taken to have been their sole guide in this matter, I must clearly come to the conclusion that the Railway administration have failed to establish that they exercised ordinary business prudence in this matter.

As to whether the Deodar timber market could be reasonably expected in the autumn of 1922, to rise, it does not appear to me that there was any justifiable apprehension on this ground. Our attention was drawn to a statement made by Mr. Gibson before the Public Accounts Committee of the Punjab Legislative Council, on the 22nd September 1923, in which he referred to the fact that the state of the timber market in August 1922 was not brilliant (from the point of view of the seller).

The question of "whole or part supply" raised in this issue, is of a purely academic character, for the Agent, North-Western Railway, admitted with commendable frankness that the Railway authorities had decided, at the time of calling for tenders, to place the whole contract with one reliable firm, that the Engineers were definitely against part tenders, that monopolies tended in their view to keep down prices, and the only object in calling for tenders was merely to test the market. The call for tenders "for whole or part supply" was, in this view of the matter, more or less a formality.

Issue No. 2.—As stated above the Railway administration favour the creation of monopolies in the matter of sleeper supplies; and the only reason given by the Agent, North-Western Railway, in support of this position, was that by eliminating competition for forest leases, monopolist contracts have a tendency to reduce the royalty for timber and eventually to lower the price of sleeper. Even assuming that this policy may lead to a reduction of royalty for forest lease, there is no ground for supposing that the monopolist would allow the Railway to reap any advantage from such reduction, in the shape of reduced prices. It is difficult for me to support a policy which destroys competition among contractors. By creating a monopoly in favour of a firm, the Railway may be setting up a future dictator of sleeper rates.

The Railway authorities had admittedly made up their mind to place the entire contract with one firm, at the time of calling for tenders. And judging from all circumstances one may be led to believe that they had also made the selection of that one firm about the same time. The memorandum prepared by the Railway Board on the subject states that the North-Western Railway had an offer from Messrs. Spedding and Company, for a long term contract, but that they had decided to call for public tenders in order to test the market. The period of notice was unduly short, and the call was for the whole tender. The time, however, was extended in response to complaints from other firms, and part tenders were also called for, in a subsequent notification. It is difficult to contend that these alterations were made with any *bona fide* intention of considering the part tenders on their merits; because, as stated by the Agent, North-Western Railway, the Railway authorities, particularly the engineers, had decided not to accept part tenders. It seems to me, therefore, that the elimination of part tenders was a foregone conclusion.

The Agent stated that the two main considerations in accepting a tender were: (1) whether the contractor had a sufficient supply of his own, and (2) whether he was reliable as shown by past record. So far as Messrs. Spedding and Company were concerned, it does not appear that the Railway administration made any enquiries on the first head. All that we have been told is that this firm had

dealings with the Railway for a long time, and its past record was quite satisfactory. In the case of the other tenderers, however, both the conditions stated above had to be satisfied, with the result that they were all rejected.

I do not desire to enter into a detailed discussion as to whether or not the charges brought by the Railway administration against the other tenderers have been made out. It should, however, be pointed out that in one particular case, the tenderers—Y—had no previous direct dealings with the North-Western Railway, and the charge against them of unreliability is based on certain assumptions. I am not satisfied that they were directly to blame for the laches with which they have been charged. But whatever the Railway might have to say against this firm, no accusation could conceivably be made, on these grounds, against A, who tendered jointly with Y. A, I am informed, owns considerable forest property and this was his first direct tender for the supply of sleeper to the North-Western Railway. There could, therefore, be no objection to his tender on either of the two grounds mentioned above. But it is surprising to note that the name of A was altogether omitted from the Memorandum circulated by the Railway Board to the Members of the Central Advisory Council, and it was only when one of the members of the sub-committee mentioned this fact that an enquiry was made into the matter. The sub-committee have lately been assured that, although the original tenders had been destroyed, there was evidence to show that A had joined Y in tendering. It therefore appears that A was penalized for the supposed sins of his associates.

Issue No. 3.—I do not think that there is any room for a difference of opinion on this point. In making the variations in the terms of the tender after acceptance, the Railway administration undoubtedly sacrificed the interests of the Railways and laid themselves open to the charge of giving undue preference to Messrs. Spedding and Company. Having regard to the great value of the present contract the North-Western Railway ought to have exercised more care in examining the tender forms and the conditions of the contract before actually modifying the terms after acceptance of the tender.

Issue No. 4.—I am not in favour of the present system under which the North-Western Railway is the sole purchasing authority for coniferous sleepers on behalf of certain Railway administrations. As disclosed by the circumstances of the present case, the present pool system has not resulted in the economy that was anticipated, and a monopoly in purchase has tended to create a monopoly in supply.

I cannot conclude this note without mentioning that the sub-committee were handicapped in making the enquiry by reason of the fact that, according to the decision of the Central Advisory Council, representatives of the tendering firms were not called.

DELHI ;

K. C. NEOGY.

March 26th, 1924.

NOTE BY SIR CAMPBELL RHODES.

The Committee have found considerable difficulty in carrying out the mandate of the Central Railway Advisory Committee. Many of the documents which would have assisted our investigations have been destroyed in the ordinary course of procedure, and there have been several changes in the personnel of the officers on the railway who had to deal with the contract, into the circumstances of which we have been asked to inquire. It appears that Messrs. Spedding and Company have supplied sleepers to the North-Western Railway for many years, either on the basis of five-year contracts, or on contracts for shorter periods, and in the matter of punctuality of delivery and in respect of quality they are said by the railway company to have given full satisfaction. There was therefore a predilection on the part of the latter to place a contract with this firm, though the Railway Board decided that public tenders must be called for. I consider the railway company rightly revised their original call for tenders by notifying that they were prepared to receive tenders not only for the whole quantity but also for portions. In deciding to call for tenders for a period of five years they were apparently guided by advice received from the Forest Officer of the Punjab Government, whose department it must however be assumed was not averse to the establishment of a high level of price for sleepers. All the circumstances considered, I have come to the conclusion that in calling for tenders

for a five-year contract in October 1922 the railway administration exercised ordinary business prudence. Rightly or wrongly they believed that the supply of deodar sleepers was likely to diminish and they did not anticipate any early fall in prices. Regular supply was essential to their engineering programme. The railway company could not run the risk of any irregularity in supply at a period when much reconstruction had to be done, following on the delapidations of the war period. That they were not alone in their belief is shown by the fact that tenderers D, H, J and O quoted a higher price for the last three years of the contract, and tenderers N, Q, and R were only prepared to quote for the first portion of the period.

It appears there was a contract about this time for the sale to Dinga Singh by the Government of Punjab of deodar sleepers at Rs. 6-8-0 for a period of five years, but it is clear that this contract was at an exceptionally low rate to compensate the gentleman named owing to certain claims for compensation which he might possibly have substantiated against the Punjab Government on a matter outside the scope of our reference. This price therefore cannot be regarded as indicating the market value, a fact borne out by the tenders submitted to the railway. It is true that sleepers are now offering for less money, but in order to express an opinion on the railway's policy in 1922 it is necessary to visualise the conditions then ruling. Nor is it certain that had they placed the contract for one year only they would have been able to supply their requirements for subsequent years at any material reduction in price, as it is obvious that as soon as one large buyer has made a contract for a lengthened period with one of the larger sellers, the unsuccessful tenderers find it difficult to dispose of their stocks and are willing to accept lower rates. But had the railway purchased for one year only, their subsequent call for tenders would have created a firmer market, and there is to my mind some reason for believing that all the tenderers if not actually in a ring were at least tendering with marked and probably inspired unanimity at a price considerably above the cost of production. I have seen no evidence to prove that the circumstances of October 1922 would not have been reproduced a year later, though possibly a slightly lower rate might have been tendered.

The question remains as to whether it was advisable on broad lines of policy for the railway to give one firm of suppliers a monopoly for a period of five years and thus to threaten the existence of rival firms. The importance of this issue is enhanced by the fact that other railways buy their sleeper requirements from the Punjab and Kashmir forests solely through the North-Western Railway. The railway would probably urge that this policy in the past has been pursued with some consistency and without untoward results from their point of view, and that as shown above apparent competition amongst many tenderers had not actually produced that real competition which tends to force prices down to the cost of production, whilst on the other hand enhancing the price paid for forest leases. Some of the cheaper suppliers moreover had not built up a sound reputation for punctual discharge of their contractual obligations. Nevertheless, it must be borne in mind that there is always the danger of a buying monopoly creating a selling monopoly by crushing out the smaller firms, and it is therefore to the interest of any large buyer to keep alive and vigorous more than one source of supply. In the instance under review this could have been effected by giving some small portion of the contract to whichever of the cheaper tenderers the railway considered deserved by their past record to be encouraged or at least to be given another trial.

I have stated above my reasons for believing that the railway administration exercised ordinary business prudence in calling for tenders for a five-year contract. I consider that on their record and tendered price that the major portion of the contract should undoubtedly have been given (as the whole in fact was) to Messrs. Spedding and Dinga Singh, and it has been stated to us that since the contract was placed these suppliers have hitherto proved their ability to implement their obligations. But for the reasons of general policy indicated above I consider that a portion, not necessarily a large one, might advantageously have been placed elsewhere so as to maintain a more open market.

I do not attach any importance to statements made to the effect that Messrs. Spedding and Dinga Singh have obtained part of their supplies from other contractors, and have thus acted as middlemen. This is common in all trades and especially in the sleeper trade. Such action on the part of the suppliers is not tantamount to the sub-letting of the contract, for the original contractors remain responsible for the due delivery and quality of the sleepers and receive payment direct from the railway company. It is immaterial for the railway company to enquire whence suppliers obtain the goods they tender provided the quality is up to specification and the suppliers have established their reputation and *bona fides*.

There are a few other points to which it is necessary that attention should be directed. The railway authorities admit that the standard tender forms used were not applicable entirely to sleeper tenders and should have been revised before issue. The chief misunderstandings which thus arose were that tenderers were asked to supply the sleepers f.o.r. and that a security deposit, which in the case of such a big order over so long a period would have been oppressive, was not demanded. The customs in regard to sleeper supply are so well known and the security requirements were so onerous that it is hard to believe that the other tenderers were under any misunderstanding such as could not have been cleared up by a reference to the railways before the tenders were sent in. It should have been obvious that a standard form of tender was being used which was not properly applicable to the particular requirements of the case. It was however unfortunate that greater care was not exercised in the matter of issuing the tender forms, and it is by no means evident that tenderers' prices and the quantities offered were unaffected by the inclusion of conditions, which the railway company did not intend to enforce.

It has been further pointed out that the terms of the contract with Messrs. Spedding and Dinga Singh were varied after acceptance of the tender, not only in regard to the matters mentioned in the preceding paragraph but also by the acceptance of a certain proportion of second and third class and rejected sleepers at the full rate. Explanations have been given for this course which do not seem entirely convincing. It has also been urged in extenuation that hitherto the suppliers have not taken by any means full advantage of this concession. The railway company have been prepared during the last year or two to treat their sleeper suppliers with more consideration than was necessitated by the strict terms of the contract, and we are told of another instance affecting one of the unsuccessful tenderers where the price had been enhanced in favour of the suppliers. Contractual obligations during the years following the war had temporarily lost some of their old sanctity owing to violent fluctuations in price levels and dislocations in other directions. This remark is especially applicable perhaps to the North and Western parts of India, but is not without world wide application, and the railway company were therefore only following a precedent at that time well established. Nevertheless no reasons have been adduced why this particular concession should have been given to Messrs. Spedding and Dinga Singh. There is every reason to believe it was given in absolute good faith and in a belief which has so far been justified that the suppliers would not take undue advantage of it. But the fact remains that the railway company would have saved money by adhering to the terms of their contract and in my opinion they would have acted reasonably and rightly in so doing.

As stated at the beginning it has been difficult with the information before us to arrive at definite findings. It is therefore not surprising that the sub-committee does not find itself in agreement on all points. There is however in my opinion sufficient evidence to warrant the view which I have endeavoured to express in this minute, and I have therefore been compelled regretfully to put in my own individual note.

The sub-committee has also been asked whether there are any specific points arising out of this case for the future guidance of the railway administration in their purchase of sleepers. My personal views on this subject are I think adequately indicated in what has been written above.

CAMPBELL RHODES.

The 25th March, 1924.

REPORT BY MR. A. A. L. PARSONS, I.C.S., FINANCIAL COMMISSIONER, RAILWAYS.

After hearing the evidence of Mr. Hadow, Agent of the North-Western Railway (with whom were Colonel Cowie, now Chief Engineer with the Railway Board, and Major Woodhouse of the North-Western Railway), and going through such documentary evidence as still exists, the Sub-Committee framed four issues:—

- (i) In calling for a five-year contract for whole or part supply in October 1922, did the Railway Administration exercise ordinary business prudence?
- (ii) Should the whole contract have been given to Messrs. Spedding and Company and Dinga Singh?
- (iii) Should the terms have been varied after the acceptance of the contract?
- (iv) Are there any specific points which from a consideration of this case the Central Advisory Council might suggest for investigation by the

officers who are enquiring into the best method of obtaining sleepers in future ?

The Sub-Committee found themselves unable to reach a unanimous conclusion on the first issue and therefore decided that each member should draft a separate report, the various individual reports to be considered by the Sub-Committee again at a future meeting.

I.—In calling for a five-year contract for whole or part supply in October 1922, did the Railway Administration exercise ordinary business prudence?—(a) Originally the Railway Administration suggested the placing of a contract without calling for tenders, but the Railway Board decided that calls for tenders should be issued. I think this decision was wise. I have no doubt that in placing their orders for sleepers in October 1922, it was of the first importance for the Railway Administration to secure certainty and regularity of supply, in order that there should be no interference with their own programme, and those of the other Administrations for whom they were buying, for making up the renewals which had fallen into arrears during the war; and it might therefore be reasonably argued that it was their duty to place the contract with a combination of the two firms whom, as Mr. Hadow's evidence shows, they had certainly found by far the most reliable over a long series of years. But even though in such circumstances a call for tenders might only amount to testing the market, I think it was desirable, so as to secure that the actual price fixed represented at the time a fair market rate.

I also think that it was wise, as finally decided, to call for tenders for part or full supply since in that way a better idea was likely to be obtained of the correct market price, and more freedom was left to the Railway Administration in selecting between tenders.

(b) The question then remains whether the tenders should have been for a five-year contract. It is not entirely easy to reconstruct more than two years later the position as it must have appeared to the officers who in October 1922 had to decide this question. But the documentary and other evidence before us leads me to the conclusion that in deciding in favour of a five-year contract the Railway Administration did exercise ordinary business prudence. The position seems to me to have been as follows :—

The primary necessity was to secure a regular supply of a large quantity of sleepers over a series of years in order to carry out the rehabilitation of the railways. The Conservator of Forests in the Punjab definitely advised that the supply of deodar sleepers was absolutely limited, that it must inevitably tend to decrease, and that the rates for deodar sleepers were practically fixed; and though other remarks of his at the time the placing of the contract was considered do not seem entirely consistent with this view, it obtains confirmation from the fact that in a considerable number of the tenders, including that of the most important rival of Messrs. Spedding and Dinga Singh, higher rates are quoted for the supply in the last three years than in the first two. The Railway Administration had also to consider the fact that their interests and those of the various Forest Departments were to a large extent divergent; that their aim was to obtain sleepers as cheaply as possible and the aim of the Forest Departments to get as high a price as possible for leases of their timber. Knowing this and having reason to believe that supplies were falling, I think they were definitely well advised to attempt to secure their position for a considerable number of years by calling for a five-year contract; and, in fact, I think that if they had done otherwise, they might have laid themselves open to the charge of gambling for a fall in prices of which, on the information before them, so far as I can now judge it, they had no clear indication. I should also have been influenced, had I been in their place, by the fact that five-year contracts were not unusual and had not proved disadvantageous in the past.

I therefore answer the question raised in the first issue in the definite affirmative.

II.—Should the whole contract have been given to Messrs. Spedding and Company and Dinga Singh?—(a) The Sub-Committee had some evidence before them dealing with the forest leases held at the time the contract was placed by the various tenderers, and it was suggested that at that time Messrs. Spedding and Company and Dinga Singh had not got leases from which they could supply the whole of the sleepers contracted for, in addition to those for which they were liable under a previous contract. My views on this point are as follows :—

It was the duty of the Railway Administration to satisfy themselves that any tenderer to whom they gave the contract could be relied on to fulfil its terms; and if in any instance they had any doubt of the capacity of a tenderer to fulfil the contract, either from his past performance in similar transactions or because, so far as they were aware, he was a new comer into the trade, the fact that he had either alone or in conjunction with a third party forest leases sufficient to enable him to fulfil the contract would be a very relevant matter for consideration. But where general experience of the performance of a tenderer over a long series of years has established his reliability, and where he is known to have been for a long time in business, this factor loses its weight. For it is of small importance to a Railway Administration whether the contractor obtains his sleepers from particular leases under his control or in other ways, e.g., purchase in the open market, so long as the railway has reason to be certain that the contract will be duly fulfilled. The question whether Messrs. Spedding and Company and Dinga Singh had in October 1922 forest leases sufficient to supply the whole of the contract does not therefore seem to me relevant since past experience of the reliability of these suppliers was in my opinion sufficient to justify the Railway Administration in the expectation that they would fulfil their promises. On the other hand the Railway Administration were quite right in taking into consideration the forest leases possessed by other contractors, of whom their past experience had not been so satisfactory or of whom they had little or no knowledge.

(b) I do not propose to analyse all the tenders received. Of those for full supply for the complete period only Messrs. Spedding and Dinga Singh's and Y's (with whom we have reason to believe that A was associated) need be considered. Of these Messrs. Spedding and Dinga Singh's tender was fractionally lower both for deodar and for soft woods; the railway had had few dealings with Y, but in one instance had not found him satisfactory; and if it was right to give the whole supply to one contractor, I have no doubt that they were correct in selecting Messrs. Spedding and Dinga Singh both on the score of price and on the score of their past reliability.

(c) I think it was right to do so; and that had I had in October 1922 to make the decision, I should, as a purely business matter, have placed the whole contract with Messrs. Spedding and Dinga Singh. My grounds would have been that my experience of all the possible alternative tenderers to whom a part of the supply might have been given for five years was not entirely satisfactory; that, as I have held above, it was desirable to place the contract for five years; and that it was at that time so necessary to secure certainty of an absolute regularity of supply throughout the period, that as a business proposition it was more advantageous to place the whole contract with one reliable firm even though for some portion of it, it might have been possible with some risk to obtain slightly better terms. I therefore answer the question raised in this issue in the affirmative.

At the same time if the North-Western Railway had decided to place a small portion of the contract with one of the other tenderers at prices lower than those quoted by Messrs. Spedding and Dinga Singh, I do not think their decision would have been open to much objection provided the quantity was not so large that failure to supply it regularly and punctually would have retarded the progress of reconstruction on the various railways concerned, and that past experience of the contractor had not been wholly unsatisfactory. I should not have thought it of any immediate financial advantage so to split up the contract; but I should have recognised that there might be ultimate advantages in removing any suspicion that there was a final and definite policy of employing only one firm.

III.—*Should the terms have been varied after the acceptance of the contract?*—The Sub-Committee ascertained that tenders were called for on an old form drawn up in 1907 which does not seem to have been entirely applicable to the conditions prevailing in 1922. The contract on the other hand was on a new form only introduced in 1920 and applied then to a contract given without call for tenders. The result has been that in certain instances the contract actually made with Messrs. Spedding and Dinga Singh goes beyond, or is at variance with, the terms embodied in the call for tenders; and the question arises whether Messrs. Spedding and Dinga Singh's rivals were in any way prejudiced by these divergencies. Four points were brought to our notice:—

- (i) The tender form asks for quotations *f. o. r.*; the contract does not provide—nor, in fact, did Messrs. Spedding and Dinga Singh tender—for *f. o. r.* delivery. I do not think this a material point. Clause 6 of the conditions of contract sent out with the tender forms provides for sleepers

being delivered not *f.o.r.* but stacked, and in practice the railway generally takes sleepers stacked at convenient centres for removal to the various portions of the line when they are required. There is no reason to believe that the other tenderers were not fully aware of this practice or consequently that they were in any way prejudiced by the use of the old tender form.

- (ii) The conditions of contract as supplied with the tender forms also provides for withholding a certain amount from the sums due for the sleepers supplied until the termination of the contract. But we ascertained that it had not been the practice to take security in this or other ways from contractors for fulfilment of sleeper contracts; and I see no reason to believe that any other tenderer or tenderers were prejudiced by a misunderstanding on this point.
- (iii) In the conditions of contract sent out with the tender forms it is laid down that the contract shall not be assigned or sublet without written permission; and it was suggested to us that Messrs. Spedding and Dinga Singh were now purchasing sleepers, in order to fulfil the contract, in the bazar, and that this amounted to subletting the contract. I cannot agree. Messrs. Spedding and Dinga Singh are still entirely responsible for fulfilling the contract; they are the people who can be sued if they fail to do so; and the railway itself is not, in my opinion, concerned as to the method by which, or the source from which, the contractors get their supply provided the supplies are punctually delivered and are of the quality for which the contract provides.
- (iv) The conditions of contract sent out with the tender forms state that only first class sleepers will be taken. Actually the contract allows 15 per cent. of the sleepers to be of a class below the first class without reduction in price. Mr. Hadow explained that up to 1920 all contracts allowed a certain percentage of sleepers below the first class (though this is not stated in the tender form); that these inferior sleepers were paid for at rates lower than those fixed for first class sleepers—10 per cent. lower for second class, 25 per cent. for 3rd class and 50 per cent. for rejected class. This may then be taken to have been the custom of the trade up to that time; but in 1920, owing to action by a certain Forest department into which I need not enter, it was decided to alter this practice, to base contracts on an average price per sleeper and to allow 15 per cent. of deliveries to be below the first class without any reduction in rates.

Effect was given to this new arrangement in a contract made with Messrs. Spedding and Dinga Singh in 1920; and it may be assumed that they tendered for the contract we are now discussing on the assumption that it would continue. There is also no reason to believe that other tenderers, if successful, would not have had a contract on similar terms. But I do not think we can assume that other tenderers were necessarily aware of the change or that, if they had been aware of it, they might not have tendered at more favourable rates. This is therefore in my opinion a material change, and once tenders had been called for on the old form, I do not think it should have been made. In actual practice Messrs. Spedding and Dinga Singh have not taken advantage of the variation, for their deliveries have, we are told, been 95 per cent. first class; but this does not alter the fact that they were given an advantage of which they could have made use outside the terms of their tender, and that probably the other tenderers were not aware that such an advantage would be given.

My answer therefore to the question raised in the case is in the negative so far as this particular variation is concerned. I do not think the other variations prejudicially affected Messrs. Spedding and Dinga Singh's competitors; and I do not, in fact, think that any alteration they might have made in their tenders, had they been aware of this new arrangement, would have rendered it desirable to give the contract to any one of them rather than to Messrs. Spedding and Dinga Singh.

*IV.—Are there any specific points which from a consideration of this case the Central Advisory Council might suggest for investigation by the officers, who are enquiring into the best method of obtaining sleepers in future?—*As I explained to my fellow members on the Sub-Committee, I do not propose to deal with this issue since it will fall on me to deal with the report of the officers mentioned.

A. A. L. PARSONS.

Dated the 25th March 1924.

INDIANISATION OF THE ORDNANCE FACTORIES.

299. **Mr. T. C. Goswami** : Will Government please state what efforts are being made for the Indianisation of the Ordnance Factories ?

Mr. E. Burdon : The Government of India, in January last, sanctioned a scheme for the training of apprentices in Ordnance factories. Details of this scheme were laid on the table of this House on the 24th March 1924 in reply to a question asked by Sir Purshotamdas Thakurdas. The scheme aims at imparting technical training to Indians and others, so as to fit them for employment in Ordnance factories and it is anticipated that when the scheme has fully developed, Indians will be qualified to fill the appointments of Chargeman, Assistant Foreman, and so on. No other measures for training Indians in Ordnance factory work have been undertaken by Government. Indians if qualified are eligible to hold any of the civilian appointments in the factories.

VARIOUS CLASSES OF EMPLOYEES, EUROPEAN AND INDIAN, IN ORDNANCE FACTORIES.

300. **Mr. T. C. Goswami** : (a) Will Government be pleased to lay on the table a list showing the number of Assistant Foremen, Foremen, Principal Foremen, Assistant Managers and Managers employed in the Ordnance Factories on the 1st April 1916 and 1st April 1923 ?

(b) Will Government please state how many of the above posts were held by (i) Indians and (ii) Europeans on those dates ?

Mr. E. Burdon : (a) The list asked for is laid on the table.

(b) In 1916, none of the appointments mentioned in the list was held by an Indian. In 1923, one was held by an Indian.

List showing the number of Assistant Foremen, Foremen, Principal Foremen, Assistant Managers and Managers employed in the Ordnance Factories on 1st April 1916 and 1st April 1923.

			1916.	1923.
Assistant Foremen	..	..	84	119
Foremen	..	..	43	58
Principal Foremen	..	..	1	9
Assistant Managers	..	..	..	..
Managers	..	..	9	13

VARIOUS CLASSES OF EMPLOYEES IN THE METAL AND STEEL FACTORY, ISHAPORE.

301. **Mr. T. C. Goswami** : Will Government be pleased to state (i) the number of workmen in each section of the Metal and Steel Factory, Ishapore, (ii) The number of Foremen, Assistant Foremen, Chargemen in the respective sections with their qualifications on the 1st April 1916 and 1st April 1923 ?

Mr. E. Burdon : I will furnish the Honourable Member separately with two statements giving the information desired by him. The qualifications necessary for Foremen, Assistant Foremen and Chargemen are that they must be thoroughly qualified, technically, and capable of taking charge of men, and that they should have been through a regular

apprentice training and have had some years' subsequent experience in manufacturing sections.

REDUCTION OF THE COST OF SUPERVISION IN THE METAL AND STEEL FACTORY, ISHAPORE.

302. Mr. T. C. Goswami : (a) Are Government aware of the fact that the cost of supervision in the Metal and Steel Factory is three times more than the cost of labour and materials ? If so, what steps are being taken to reduce the cost ?

(b) Are Government aware of the fact that a European Chief Chemist was not thought necessary in the Metal and Steel Factory till 1918 ? Will the Government be pleased to state how and why the necessity arose ?

(c) While each section of the Metal and Steel Factory has got a Manager, a Foreman and two Assistant Foremen, why is it that any of such posts have not been given to the Indian chemists who are working for years in one of the important sections of the Factory ?

Mr. E. Burdon : (a) Government are informed that the facts are not as stated by the Honourable Member.

(b) Yes. The appointment of a European chemist was considered necessary on account of the increase in the output of the Indian Ordnance Factories, and because of the tests required to be undertaken by the Metal and Steel Factory for other departments of Government. Experience gained during the war has also shown the necessity for the employment of a fully qualified chemist, with practical knowledge of metallurgy.

(c) The answer to this part of the question is that the Indian chemists referred to have not the requisite qualifications. I should, however, explain that each section of the Metal and Steel Factory does not possess a Manager, a Foreman and two Assistant Foremen.

DEPUTATION OF QUALIFIED INDIANS SERVING IN ORDNANCE FACTORIES TO FOREIGN COUNTRIES.

303. Mr. T. C. Goswami : What steps have been taken by the Government of India to send qualified Indians on deputation to foreign countries in the same way as (European) Officers of the Ordnance Factories are sent ?

Mr. E. Burdon : On the assumption that the Honourable Member refers to Indians serving in Ordnance Factories, the reply to his question is as follows :—

It is the practice to send members of the Ordnance Factories staff, not below the rank of Assistant Foreman, to Europe, usually to England, on deputation ; and, provided they are technically qualified, Indians are no less eligible than Europeans for such deputation. I may mention that in 1923 an Indian Chargeman was sent on deputation to England to undergo a six months' course of training in the tanning and currying of leather.

WORKING HOURS IN THE COSSIPORE GUN AND STEEL FACTORY, ETC.

304. Mr. T. C. Goswami : (a) Are Government aware of the fact that the Indian clerks of the Cossipore Gun and Shell Factory, Ishapore

Rifle Factory and Metal and Steel Factory have been compelled under threat to attend the Factory at 7-45 A.M. instead of 10 A.M. and the Indian chemists of the M. S. Factory to attend at 9 A.M. instead of 10 A.M. violating standing orders of the Factory and Army Instruction (A. R. I., Vol. IV) ?

(b) Is it a fact that clerks are not allowed to work for more than six hours in the Ordnance Factory as laid down in the Army Instruction (A. R. I., Vol. IV) ?

(c) If so, do Government propose to consider the question of extending this rule to the case of metallurgical chemists and fixing their period of attendance from 10 A.M. to 4 P.M. or from 11 A.M. to 5 P.M. ?

Mr. E. Burdon : (a) and (b). The attention of the Honourable Member is invited to the reply given on the 30th May last to starred question No. 1098.

Although the rules as they now stand prescribe that all ordnance offices shall be open for 6 hours daily, it has been found necessary to modify the rules in practice. The volume of regulations to which the Honourable Member refers is at present under revision and the opportunity is being taken of amending the rules relating to office hours.

(c) No. The chemist staff is not part of the office but of the factory, and, therefore, must conform to factory hours.

LOSS INCURRED BY THE METAL AND STEEL FACTORY ON ACCOUNT OF CERTAIN BADLY MANUFACTURED ARTICLES.

305. **Mr. T. C. Goswami :** (a) Are Government aware of the facts that the Metal and Steel Factory received several orders from the Railway and Telegraph Departments, that those orders were afterwards cancelled and that the articles supplied by the Factory being very badly manufactured were not accepted and were returned at the cost of the Factory ?

(b) Will Government please state (i) the amount of the loss incurred by the factory on the transaction, (ii) who is responsible for the loss and (iii) what steps are being taken to recover the loss ?

Mr. E. Burdon : (a) No. Government are informed that the facts are not as stated by the Honourable Member.

(b) The question does not arise.

RESOLUTION *re* THE RELEASE OF SARDAR KHARAK SINGH.

306. **Sardar Gulab Singh :** What action has been taken by Government on the Resolution of this House recommending the release of Sardar Kharak Singh ?

The Honourable Sir Alexander Muddiman : In accordance with the undertaking given by the Honourable Sir Malcolm Hailey during the debate on the Resolution, the Punjab Government were consulted in the matter. The Government of India agree with the view taken by the Local Government that there are at present no grounds for the release of Sardar Kharak Singh or for the remission of any portion of his sentences.

RESOLUTION *re* GRIEVANCES OF THE SIKH COMMUNITY.

307. **Sardar Gulab Singh** : What action has been taken by Government on the Resolution of this House recommending the appointment of a Committee to inquire into the grievances of the Sikh community and to make recommendations ?

The Honourable Sir Alexander Muddiman : The Government of India were unable to accept the recommendation contained in the Resolution, for the reasons explained by my predecessor in the course of the debate. They were, moreover, satisfied that the Government of the Punjab were taking all possible steps to give every opportunity for the statement and examination of the claims and grievances alleged and to promote an equitable solution.

CLAIMS AGAINST THE G. I. P. RAILWAY DURING THE YEARS 1921, 1922 AND 1923.

308. **Mr. K. G. Lohokare** : (a) What is the total number of claims preferred against the G. I. P. Ry. in the years 1921, 1922 and 1923 ?

(b) What was the total value of these claims for each of the above years ?

(c) What was the total amount of money paid by the Company out of court in satisfaction of these claims for each of the above years ?

(d) What was the value of claims rejected on the ground of Risk Notes for each of the above years ?

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

THEFTS IN RAILWAY GODOWNS ON THE G. I. P. RAILWAY DURING THE YEARS 1921, 1922 AND 1923.

309. **Mr. K. G. Lohokare** : (a) What was the total number of thefts in railway godowns in the years 1921, 1922 and 1923 on the G. I. P. Railway ?

(b) What was the total number of running train thefts for each of these years ? What was the value of these thefts in (a) and (b) for these years ? How many of the thefts under (a) and (b) remained undetected ?

(c) What is the total amount of money paid by the G. I. P. Railway in satisfaction of decrees of Civil Courts in each of the above years and what were its court expenses in each of these years ?

Mr. C. D. M. Hindley : (a), (b) and the first part of (c). The information is not readily available and considerable time and labour would be involved in extracting it from past records.

With regard to the second part of (c), the figures are :—

	Rs.
1921	47,353
1922	1,02,187
1923	1,10,072

RETRENCHMENTS ON THE G. I. P. RAILWAY.

310. **Mr. K. G. Lohokare :** (a) What is the total number of employees discharged by the G. I. P. Railway in connection with the new retrenchment or otherwise dismissed under each of the following heads in the three years, 1921-22, 1922-23, 1923-24, namely :

(1)	Drawing Rs.	25 and under	per mensem.		
(2)	Do.	25 to 50	do.	do.	
(3)	Do.	50 to 100	do.	do.	
(4)	Do.	100 to 250	do.	do.	
(5)	Do.	250 to 500	do.	do.	
(6)	Do.	500 to 1,000	do.	do.	
(7)	Do.	1,000 and above	do.	do.	

(b) What was the total number of Indians discharged or dismissed for these years and what was this total number for Europeans and Anglo-Indians ?

(c) What was the amount saved by this discharge or dismissal of Indian employees ? And what was this amount in respect of Europeans and Anglo-Indians ?

(d) How many Europeans and Anglo-Indians were newly employed by the G. I. P. Ry. in these three years and what is the total amount of their monthly salaries ?

(e) How many European and Anglo-Indian employees in the G. I. P. Ry. were given promotions in these three years ? And what is the total amount of these promotions for these three years ?

Mr. C. D. M. Hindley : (a) and (b). All available information on the subject is contained in the explanatory memorandum of the Railway Budget for 1924-25 which gives the reduction of Europeans, Anglo-Indians and Indians effected between 1st November 1922 and 1st November 1923. Similar information will be given in the Report by the Railway Board on Indian Railways for 1923-24. The collection of similar information for previous years or in the detail asked would entail heavy labour and expense which Government do not consider justified.

(c) The cost of staff on the Great Indian Peninsula Railway has fallen from 461½ lakhs in 1921-22 to 437 lakhs in 1922-23 and 397 lakhs in 1923-24. It is not known how much of this is due to the discharge of the different classes of employees referred to.

(d) and (e). Government have no information.

THIRD CLASS CARRIAGES ON THE G. I. P., B. B. AND C. I. AND M. & S. M. RAILWAYS WITH AND WITHOUT LATRINES.

311. **Mr. K. G. Lohokare :** What is the total number of Third Class Carriages on the G. I. P. Railway, the B. B. & C. I. Railway and the M. & S. M. Railway ? Are they all provided with latrines ? If not, what is the number of carriages on each of these lines without this arrangement ?

Mr. C. D. M. Hindley : A statement showing the information asked for by the Honourable Member is placed on the table.

Statement showing—(i) Total No. of 3rd Class Carriages, (ii) No. provided with latrine accommodation, (iii) No. not provided with latrine accommodation, (iv) Percentage provided with latrine accommodation to total number, on the B. B. and C. I., G. I. P., and M. and S. M. Railways on the 31st March 1924.

Railway.	Total No. of 3rd class carriages.	No. provided with latrine accommodation.	No. not provided with latrine accommodation.	Percentage provided with latrine accommodation to total No.
Bombay, Baroda and Central India—				
5' 6" ..	403	327	76	81.1
3' 3½"	971	609	272	72.0
Great Indian Peninsula—				
5' 6" ..	776	512	264	66.0
2' 6" ..	26	24	2	84.6
Madras and Southern Mahratta—				
5' 6" ..	429	325	104	75.7
3' 3½"	519	487	32	93.9

SUPPLY OF DRINKING WATER AT STATIONS ON THE G. I. P., B. B. & C. I. AND M. & S. M. RAILWAYS.

312. **Mr. K. G. Lohokare** : (a) What is the total number of railway stations in the G. I. P. Ry., B. B. & C. I. Ry. and M. & S. M. Railway ?

(b) At how many of these stations on each line are water taps provided ?

(c) At how many of these stations on each line are watermen employed to supply water to the passengers ?

(d) What arrangements are made by the above companies to supply water to passengers where there are no watermen specially employed ?

Mr. C. D. M. Hindley : (a) The number of stations on the Great Indian Peninsula, Bombay, Baroda and Central India, and Madras and Southern Mahratta Railways is 575, 633, and 498, respectively.

(b) On the Great Indian Peninsula Railway at 161 stations.

On the Bombay, Baroda and Central India Railway at 96 stations.

On the Madras and Southern Mahratta Railway at 150 stations.

(c) On the Great Indian Peninsula Railway, 167 watermen are provided permanently and 164 additional watermen are engaged during the hot season.

On the Bombay, Baroda and Central India Railway at 379 stations.

On the Madras and Southern Mahratta Railway at 153 stations in the hot weather and 125 in the cold weather.

(d) On the Great Indian Peninsula Railway, a porter is deputed to serve water to passengers. Each station is provided with *chatties* filled with good drinking water and wells from which passengers may help themselves are available at most stations.

On the Bombay, Baroda and Central India Railway there are usually water taps on the platform and, in addition to this, travelling watermen are employed during the hot weather.

On the Madras and Southern Mahratta Railway filters are provided on the platform at 273 stations.

PREVENTION OF OVERCROWDING OF THIRD CLASS RAILWAY PASSENGERS.

313. **Mr. K. G. Lohokare :** (a) Are Government aware of the public cry that 3rd class railway carriages are generally overcrowded ?

(b) If so, what steps are being taken to prevent this overcrowding ?

(c) Have the Government of India or the Railway Board or any of the Provincial Governments ever taken any action, under section 93 of the Indian Railways Act, 1890, since railways were introduced in this country ?

(d) If so, how many times and when, and what amounts were recovered under the above section and from what Companies ? If not, why did not the Government think it necessary to take any steps under that section ?

Mr. C. D. M. Hindley : (a) and (b). The Honourable Member is referred to the speech of Sir Charles Innes in this House on 12th February last.

(c) Not as far as Government are aware.

(d) Such action would not have been in the interests of the travelling public. The alternative to overcrowding was the stoppage of booking and such stoppages would, Government understand, have caused greater inconvenience to intending passengers.

EARNINGS PER MILE PER PASSENGER AND PER COACHING VEHICLE FOR FIRST, SECOND AND THIRD CLASSES ON THE G. I. P. RAILWAY.

314. **Mr. K. G. Lohokare :** (a) What was the average income for a first class carriage and for a first class passenger, per mile on the G. I. P.

Railway for the years 1920 to 1924 ? What was the average expense per mile for the same in the same period ?

(b) What were these averages of income and expense for a 2nd class carriage and a 2nd class passenger from 1920 to 1924 ?

(c) What were these averages of income and expense for a 3rd class carriage and passenger for the same period ?

(d) What was the total income from the Punjab Mail on the G. I. P. Railway and what was the total income from the same for the same years 1920 to 1924 ?

(e) For how many 1st class and 2nd class passengers was accommodation provided on the Punjab Mail for the years 1920 to 1924 and what was the actual number of 1st and 2nd class passengers travelling on this train during the above period ?

(f) For lessening overcrowding on other trains, why is not a 3rd class carriage put on this train ?

Mr. C. D. M. Hindley : (a), (b) and (c). A statement is placed on the table showing the earnings per passenger per mile and per coaching vehicle per mile separately for first, second and third classes, but the expense of hauling a passenger per mile and a coaching vehicle per mile is not known separately for each class.

(d) The information is not available.

(e) The normal accommodation on the Great Indian Peninsula Railway Punjab Mail is 32 first class and 40 second class berths.

Information regarding the actual number of I and II class passengers who travelled by this train during the period mentioned is not available.

(f) The load of the train does not permit of a III class carriage being attached as suggested.

Statement showing earnings per passenger per mile and earnings per coaching vehicle per mile for the years 1920 to 1924.

Class.	PASSENGERS.					COACHING VEHICLES.				
	Earnings per passenger per mile in pies.					Earnings per coaching vehicle per mile in pies.				
	1919-20	1920-21	1921-22	1922-23	1923-24	1919-20	1920-21	1921-22	1922-23	1923-24
First	13.2	14.7	22.5	25.3	23.4	26.74	24.46	21.65	24.90	Not available.
Second	6.48	6.76	9.29	18.3	12.4	46.28	42.46	44.52	41.37	
Third	2.84	2.90	2.87	4.04	4.03	77.99	60.78	55.86	68.63	

RESTAURANT CARS ON THE G. I. P. RAILWAY.

315. **Mr. K. G. Lohokare** : What was the total expense of running restaurant cars on all trains, on the G. I. P. Railway, and what was the total income from the same for the years 1920 to 1924 ?

Mr. C. D. M. Hindley : The Government regret that the information asked for is not available.

ADOPTION OF REVISED RISK NOTE FORMS BY THE G. I. P. AND B. B. & C. I. RAILWAYS.

316. **Mr. K. G. Lohokare** : (a) Will Government be pleased to state what steps they have taken to bring into effect recommendations of the Railway Risk Note Committee, the report of which was published in September 1922 ?

(b) When are the new forms of risk notes expected to be put in force on the G. I. P. and the B. B. & C. I. Railways ?

Mr. C. D. M. Hindley : (a) and (b). The Revised Risk Note Forms, as approved by Government's Legal Advisers, will be introduced on 1st October, 1924.

EVIDENCE GIVEN BEFORE THE LEE COMMISSION.

317. **Sir Purshotamdas Thakurdas** : Will Government be pleased to lay on the table a statement showing :

(1) The names of persons and public bodies that were asked by the Central and/or Provincial Governments or by the Lee Commission themselves to give evidence before that Commission,

(2) Those who gave written evidence,

(3) Those who gave oral evidence,

stating in the case of (2) and (3) above the names of those who stipulated that their evidence should be regarded as confidential ?

The Honourable Sir Alexander Muddiman : The Government of India have no information as to the persons and public bodies that were asked by the Provincial Governments or by the Lee Commission to give evidence, and their only information as to those who actually gave evidence is contained in paragraphs 2 and 107 of the Report of the Commission.

INDIAN AND BURMAN OFFICERS IN THE CENTRAL AND PROVINCIAL GOVERNMENTS.

318. **Sir Purshotamdas Thakurdas** : Will Government be pleased to lay on the table a statement showing the percentage of Indians and Burmans of the total strength of officers in the Central and Provincial Government services in India drawing salaries of Rs. 200 and above, Rs. 500 and above, Rs. 800 and above, Rs. 1,500 and above, Rs. 2,500 and above in 1913 and on 1st January 1924 separately on the lines given in the small table at the end of paragraph 34 of the Islington Commission's Report ?

The Honourable Sir Alexander Muddiman : I am sorry that I am unable to give all the information for which the Honourable Member has asked as it is not readily available. I am, however, laying on the table a statement prepared from material collected for the Islington and Lee Commissions which I trust will meet the Honourable Member's purpose. It gives the information for which he asks so far as the years 1913 and 1923 are concerned for a considerable number, but not for all, of the Central and Provincial services.

Statement for 1913.

Name of Service or Department.	BELOW Rs. 500.			Rs. 500 TO 1,000.			Rs. 1,000 TO 1,500.			Rs. 1,500 TO 2,500.			Rs. 2,500 AND OVER.			REMARKS.
	Total.	Indians and Burmans.	Percentage.	Total.	Indians and Burmans.	Percentage.	Total.	Indians and Burmans.	Percentage.	Total.	Indians and Burmans.	Percentage.	Total.	Indians and Burmans.	Percentage.	
Indian Civil Service ..	97	4	..	588	36	..	181	6	..	313	13	..	192	7	..	*Including posts in the subordinate ranks.
Police Department* ..	823	490	..	429	45	..	83	2	..	19	..	..	4	..	..	Note.—Anglo-Indians are included amongst Indians.
Forest Department*	158	102	..	140	56	..	83	..	..	16	..	..	..	..	..
Customs Department*	209	133	..	28	9	..	6	..	..	2	..	..	..	..	..
Railway Department ..	129	56	..	187	43	..	103	18	..	20	..	..	8	..	..
Education Department*	559	501	..	209	50	..	50	3	..	8	..	..	1	..	..
Agriculture (Imperial)	12	8	..	8	..	..	3	..	..	..	..	..	..	..	..
Civil Veterinary Department (Imperial).	4	1	..	3	..	..	1	..	..	..	..	..	..	..	..
Medical Department*	288	267	..	205	44	..	97	10	..	22	..	..	3	..	..
Survey of India (Government of India).	105	105	..	49	23	..	26	..	..	..	..	..	1	..	..
Public Works Department ..	488	351	..	349	53	..	172	49	..	41	5	..	16	..	..
Geological Survey ..	5	1	..	12	1	..	4	1	..	1	..	..	..	..	..
Posts and Telegraphs Departments*.	807	642	..	75	29	..	41	2	..	17	..	..	1	..	..
Indian Finance Department ..	28	18	..	101	67	..	44	20	..	11	5	..	2	..	..
Mint and Assay Department ..	..	..	..	1	..	..	2	..	..	3	..	..	1	..	..
Total	3,712	2,679	72%	2,384	456	19%	896	111	12.3%	474	23	4.8%	230	7	3.0%	

Statement for 1923.

Service or Department.	Below Rs. 500.			Rs. 500 to 1,000.			Rs. 1,000 to Rs. 1,500.			Rs. 1,500 to 2,500.			Rs. 2,500 and over.			REMARKS.
	Total.	Indians and Burmans.	Percentage.	Total.	Indians and Burmans.	Percentage.	Total.	Indians and Burmans.	Percentage.	Total.	Indians and Burmans.	Percentage.	Total.	Indians and Burmans.	Percentage.	
Indian Civil Service*	10	10	..	203	67	..	96	15	..	439	26	..	449	29	..	*Excluding officers in the Political Department and Imperial Customs Service.
Indian Police Service	90	24	..	212	32	..	305	13	..	93	1	..	8	1	..	Appointments of Director of Public Instruction have been excluded as they are not in the Indian Educational Service.
Indian Forest Service	10	9	..	129	28	..	112	9	..	47	1	..	8	..	..
Imperial Customs Service	3	3	..	11	7	..	10	3	..	4	..	..	4	..	..
Indian and Provincial Service of Engineers, State Railways, Superior Revenue Establishment of State Railways.	23	23	..	65	40	..	61	5	..	43	9	..	3	..	..
Indian Educational Service (Men's Branch).	9	8	..	132	54	..	94	17	..	38	6	..	6	..	..
Indian Educational Service (Women's Branch).	1	1	..	119	103	..	128	24	..	69	..	..	2	..	..
Indian Agricultural Service	14	8	..	19	..	..	3	..	..	..	..	..	..	..	..
Indian Veterinary Service	11	11	..	57	22	..	17	1	..	22	..	..	1	..	..
Indian Medical Service (Civil)	1	1	..	19	1	..	7	..	..	10	..	..	..	..	..
Survey of India (Government of India).	..	..	..	..	..	..	83	21	..	264	25	..	22	..	..
Indian Service of Engineers	52	52	..	16	7	..	13	4	..	29	..	..	1	..	..
Geological Survey of India	234	123	..	248	66	..	159	44	..	25	6	..	Note.—Anglo-Indians are shown amongst Indians.
Posts and Telegraphs Departments.	..	..	..	12	3	..	4	1	..	6	..	..	1	..	..
Indian A. and A. Service	..	2	..	19	13	..	24	12	..	24	6	..	1	..	..
Mint and Assay Department	16	15	..	41	33	..	55	24	..	38	11	..	8	3	..	
Political Department of Government of India.	..	..	..	1	1	..	3	1	..	1	..	..	1	..	..
Total ..	242	167	69%	1,314	536	40·7%	1,285	218	16·9%	1,344	129	9·5%	577	39	6·7%	

ESTABLISHMENT OF A TELEGRAPH OFFICE AT MURBAD IN THE THANA DISTRICT.

319. **Mr. Jamnadas M. Mehta :** (a) Have Government received frequent representations from the Murbad Taluka of the Thana District in the Bombay Presidency requesting that there should be a telegraph office at Murbad ?

(b) Is it the ordinary policy of Government to have as far as possible a telegraph office in the headquarters of each Taluka ? Do Government propose to grant the request of the public of Murbad ?

Mr. H. A. Sams : (a) Yes, representations were received by the Postmaster-General, Bombay.

(b) No, unless recommended by the Local Government. The question of opening a telegraph office at Murbad is however being considered by the Postmaster-General, Bombay, and by the Local Government.

DETENTION OF THE ASSAM MAIL ON THE 6TH JULY 1924.

320. **Mr. T. C. Goswami :** (a) Are Government (Railway Department) aware of the serious breaches which occurred in the E. B. Railway line between Sapatgram and Amingaon during the first week of July (1924), and that the Assam Mail train (No. 3 Up) which had left Calcutta on the 5th July, was detained, first at Lalmonirhat Junction till about 7 and 8 A.M., and then at Sapatgram for the whole day, and then sent back in the evening to Lalmonirhat ?

(b) Is it a fact that the D. T. S. or some other Traffic Officer wired to ascertain if there were any European passengers in the train, and is it a fact that the reply was that there were no European passengers in that train ?

(c) Why was the train (which being the principal train for Assam carried a very large number of passengers) detained at Sapatgram from morning till evening on the 6th July in spite of my telegram to the D. T. S. drawing his attention to the fact that no food of any kind was obtainable there, and that there were other bigger stations to which the train could easily be taken ?

(d) Is it a fact that the Railway Officers have instructions to make especial efforts to secure the convenience of European passengers which they need not make in the case of Indian passengers ?

(e) Is it a fact that no inquiries were made of the Steamer Company's agent at Dhubri as to the availability of a steamer or steamers for taking the standard passengers, till a Traffic Officer at Lalmonirhat was compelled by some of the passengers to send a wire late in the evening of the 6th ?

(f) Was any arrangement with the Steamer Company made or even sought to be made, either on the 6th or on the 7th ? If not, why not ?

Mr. C. D. M. Hindley : (a) Yes. On the evening of July 5th, a breach occurred between Kokrajhar and Basugaon and during the night of 5th-6th a second breach occurred within half a mile of the first one. Two trains were transhipped over these two breaches on the morning of July 6th and meanwhile No. 3 Up Mail was detained at Lalmonirhat, pending information as to the possibility of continuing transhipment. It being anticipated that No. 3 Up Mail could be transhipped, the train was started from

Lalmonirhat. But, in the meantime, a third and more serious breach occurred between Sapatgram and Fakiragram, so that No. 3 Up Mail, after being detained at Sapatgram, until it was known that transshipment was impossible, was sent back to Lalmonirhat, where better accommodation and food would be available for passengers.

(b) No such telegram can be traced.

(c) The Honourable Member is referred to item (a) above. It is pointed out that there are four food vendors at Sapatgram, so that III class passengers at any rate could obtain food there.

(d) No.

(e) and (f). There being no prospect of regularity in the timing of steamers at Dhubri during the rainy season, the local Traffic Officers were uncertain whether it would be better to send passengers to Dhubri or await restoration of communication. However, at the request of the passengers, of whom the Honourable Member is understood to have been one, the Steamer Agent was consulted. On receipt of information that a steamer might arrive at Dhubri on 7th, passengers were sent to Dhubri, but the steamer actually passed on the night of 6th.

INCONVENIENCES CAUSED TO PASSENGERS BY THE DETENTION OF THE ASSAM MAIL ON THE 6TH JULY 1924.

321. **Mr. T. C. Goswami** : (a) With reference to the detention of the Assam Mail train which left Calcutta on 5th July, are Government aware of the fact that not one of the Railway Officers whom the detained passengers (who had to spend the night of the 6th) could get hold of was able to say what arrangements were being made ; that the passengers were asked to take a train at about 8 A.M. on the 7th with an assurance that arrangements had been made with the Steamer Company, and that the passengers would get a steamer in the course of the day at Dhubri ; that no steamer was arranged for and that hundreds of passengers (almost all poor 3rd class passengers) were completely stranded in Dhubri for over two days, sleeping on the streets and starving except for the hospitality of the Indian population of Dhubri ?

(b) Are Government further aware that I sent a wire from Lalmonirhat to the Traffic Manager complaining of the " disgusting inefficiency " of the railway officials responsible which had ensured the maximum possible inconvenience to the detained passengers, and that, had proper inquiries been made, the passengers would have been able to avail themselves of a steamer which touched Dhubri on the night of the 6th ; that instead of diverting the whole train to Dhubri, the passengers were given the unnecessary trouble of having to spend the night on a railway platform and the following morning to go by a tedious route to Dhubri, changing at Golakgange into a train which had neither accommodation nor the ordinary comforts of the usual railway carriages ?

(c) Do Government propose to make necessary inquiries and punish the officials guilty of inefficiency and irresponsible conduct ?

Mr. C. D. M. Hindley : (a) In addition to the efforts made by the local officers to establish connection with a steamer, the Traffic Manager, on instructions from the Agent, endeavoured to arrange with the Steamer Companies at Calcutta, but they expressed their inability to do anything. The railway authorities provided (through the Deputy Traffic Manager) some funds for feeding passengers at Dhubri.

(b) and (c). Government have made inquiries. The inconvenience caused to passengers, which is much regretted, was initially due to the breaches. The first duty of the railway officials was to arrange transshipment, if possible, and endeavours in this direction were made. When transshipment was found impossible, efforts were made to arrange a steamer, and on information received from the steamer agent, the passengers were sent to Dhubri on the 7th. That the information given by the steamer agent proved incorrect was not the fault of the railway officials. Further, Government would point out that occurrences of this nature are apt to disorganise train services entirely, and it is not always possible for railway officials to arrange the conveyance of passengers with the convenience to the latter that is desirable.

In view of the succession of breaches and the fact that the situation changed three times on July 6th, Government are of opinion that the railway officials did their best under difficult conditions. In the circumstances, Government do not intend to take any action.

CLERICAL ESTABLISHMENTS OF THE AUXILIARY AND TERRITORIAL FORCES.

322. Mr. Gaya Prasad Singh : (a) Are the Government aware that the clerical establishments of the Auxiliary and Territorial Force units in India and Burma are not given any pension, provident fund or gratuity ; and if so, will the Government be pleased to state the reasons ?

(b) Is it not a fact that the clerical establishments of the Auxiliary and Territorial Force units in India and Burma are now paid directly out of military funds and considered as permanent establishments ? And if so, are they entitled to have the privileges in the matter of pay, leave and other advantages as are enjoyed by the employees in the Military Department of the Government ? If not, will the Government define the exact nature of the public service they belong to, and their status therein ?

(c) Is it a fact that a Committee of Officers assembled at Presidency and Assam District Headquarters at Fort William on the 7th April 1924 for the purpose of considering certain questions in connection with the clerical establishments of the Auxiliary and Territorial Force units ? If so, will the Government be pleased to state the decision of the Committee and also to lay a copy of the report on the table ?

Mr. E. Burdon : (a) The answer to the first part of the question is in the affirmative. As regards the second part, the necessity for the grant of such concessions has not, so far, arisen, as the clerks can be obtained under the present conditions.

(b) The clerical establishments of Auxiliary and Territorial Force units are paid from military funds. The members of those establishments are in temporary employ and are not entitled, therefore, to the privileges referred to.

(c) Yes. The Committee, which was an informal one, was assembled for the purpose of assisting Army Headquarters in the settlement of the questions referred to by the Honourable Member, which have been under consideration for some time. Government do not propose to lay a copy of the Committee's report on the table.

NUMBER OF INDIANS IN THE ALL-INDIA AND CENTRAL SERVICES ON THE 1ST APRIL 1924.

323. Diwan Bahadur M. Ramachandra Rao : (a) Will the Government be pleased to state the number of Indians in each of the All-India Services on the 1st April 1924 and the proportion of Indians in each of the Services on the said date ?

(b) Will the Government be pleased to state the number and the proportion of Indians in the Central Services on the 1st April 1924 ?

The Honourable Sir Alexander Muddiman : The information is being collected and will be furnished to the Honourable Member in due course.

ESTIMATED COST OF THE LEE COMMISSION'S RECOMMENDATIONS.

324. Diwan Bahadur M. Ramachandra Rao : Will the Government be pleased to state the estimated cost of the recommendations of the Lee Commission's report distributed among each of the Provinces and the Government of India ?

The Honourable Sir Basil Blackett : If the recommendations of the Lee Commission are accepted in the form in which they were made the estimated cost distributed between the Government of India and the Provinces is as follows :—

	<i>Lakhs.</i>		
Government of India	26
Madras	9.7
Bombay	9.7
Bengal	9.3
United Provinces	10.8
Punjab	9.1
Burma	10
Bihar and Orissa	4.9
Central Provinces	5.7
Assam	2.9

The calculation has been made on the basis of a 16 pence rupee, and as exchange has been higher, the actual expenditure in the current year would be less ; but, on the other hand, it is possible, as the Commission recognised, that the number of officers taking advantage of the passage concession in the first few years will be more than normal. Secondly, the above calculation does not take into account the cost of the recommendations regarding house rent and medical attendance, which it is not possible to estimate accurately. In addition, there will be a sum of approximately 1½ lakhs for the first year increasing by roughly the same figure every year for about 14 or 15 years, representing the cost of the pension concessions, of which it is not possible to show the distribution among the different Governments. The above represents the figures of cost as calculated by the Commission itself. To this may have to be added a sum of approximately 18 lakhs per annum if it is decided to extend the Commission's proposals to officers of the Great Indian Peninsula and East Indian Railways which will shortly become State managed lines and to officers of Company managed lines.

Against these extra charges must be set expected savings increasing annually due to replacement of European personnel by Indian. I can give no estimate of their amount or of their distribution among the various Local Governments.

NOMINAL VALUE AND COST PRICE OF BRITISH SECURITIES HELD IN THE PAPER CURRENCY AND GOLD STANDARD RESERVES.

325. Baboo Runglal Jajodia : Will the Government be pleased to state the purchase and present prices in sterling and in rupees of the British securities held in the Paper Currency Reserve and the Gold Standard Reserve, respectively ?

The Honourable Sir Basil Blackett : The sterling securities in the Paper Currency Reserve are entirely in the form of British Treasury Bills which are purchased, renewed, and realised from time to time at current rates. Their nominal value and cost price are both given in the weekly Abstract of the Accounts of the Currency Department published in the *Gazette of India*.

The Gold Standard Reserve, on the other hand, contains other securities besides Treasury Bills. Their nominal value and estimated market value are given in the quarterly accounts published in the *Gazette of India*. The accounts as on the 31st March 1924 were published in the *Gazette of India* of the 14th June 1924. The cost price of the securities, whose market value on the 31st March 1924 is stated therein as having been £39,999,059, was £39,978,159.

INCREASE OF CURRENCY IN INDIA.

326. Baboo Runglal Jajodia : (a) Will the Government be pleased to state if representations have been received from the Bengal Chamber of Commerce and from the Indian Mining Federation, and has the attention of the Government been drawn to a Resolution unanimously passed at a joint Conference of the departments of Industries, Agriculture, etc., in Calcutta on the 5th July last on the subject of increasing the amount of currency to meet the increased and growing demands of commerce and trade ?

(b) Will the Government be pleased to state what steps are intended to be taken in that direction ?

The Honourable Sir Basil Blackett : (a) The reply to the first part is in the affirmative and to the second in the negative.

(b) I would invite the attention of the Honourable Member to the Government's recent reply which has already appeared in the press to the representation by the Bengal Chamber of Commerce.

EXPENDITURE ON INSURANCE.

327. Sardar Kartar Singh : (a) What is the approximate annual expenditure of the Government of India on insurance of properties or stores or machinery belonging to the Government of India against fire, marine or any other kind of risk ?

(b) Has it been the practice of the Government of India in the past to insure their goods with foreign insurance companies who employ foreign capital ?

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

RECRUITMENT FOR THE GOVERNMENT OF INDIA SECRETARIAT.

328. **Mr. Bhubanananda Das :** (a) Will Government be pleased to enunciate their policy of recruitment of staff for their Secretariat departments under their control ?

(b) Do they encourage people of all the Provinces of India to stand for recruitment to the Secretariat of India ?

(c) Do they encourage recruitment of officers to the Departments under their control in the Provinces where Central Government offices are located ?

(d) Do they recruit such officers direct or arrange recruitment through the respective Provincial Governments ?

The Honourable Sir Alexander Muddiman : (a) The clerical staff of the Government of India Secretariat is recruited through the Staff Selection Board by means of competitive examination, subject, where necessary, to the satisfaction of communal requirements.

(b) The examination is open to candidates from all parts of India.

(c) In Provinces where Central Government offices are located heads of Departments are ordinarily empowered to recruit subordinate staff by the employment of local men.

(d) Such recruitment is made direct and not through the respective Provincial Governments.

EMPLOYMENT OF ORIYAS IN THE PUBLIC SERVICES.

329. **Mr. Bhubanananda Das :** (a) Are Government aware that minor races like the Oriyas receive no recognition nor share in the posts recruited by the Central Government ?

(b) Will Government be pleased to state if there are any Oriyas employed in the Imperial Secretariat and the emoluments they receive ?

(c) Will Government be pleased to state the present number of Oriya officers in the—

- (1) Postal Department,
- (2) Income-tax Department,
- (3) Salt Department,
- (4) Customs Department,
- (5) Forest,
- (6) Railways ?

(d) Are Government prepared to instruct departmental heads in the sub-province of Orissa that in every instance they will give preference to Oriyas both in the provincial and subordinate cadre ?

The Honourable Sir Alexander Muddiman : (a) Government make no attempt to give each of the many races in India a definite share of the posts under the Central Government.

(b) A jemadar on Rs. 29-8 a month.

(c) The information will be obtained.

(d) The policy of the Government of India is to prevent a preponderance of any one class or community in the Public Services. Heads of

Departments subordinate to the Government of India have been instructed to bear this policy in mind in recruiting for posts under their control and no further instructions seem necessary.

EMPLOYMENT OF ORIYAS ON THE BENGAL-NAGPUR RAILWAY.

330. **Mr. Bhubanananda Das :** (a) Is it not a fact that the B. N. Railway derive large profits from pilgrims visiting Orissa ?

(b) Is it not a fact that the B. N. Railway has over 600 miles of running lines along the Oriya-speaking tracts ?

(c) Are Government aware that the B. N. Railway seldom employs Oriyas in its railway staff ?

(d) Will Government be pleased to call for a statement from that Railway regarding present employment of Oriyas as—

(a) Engineers,

(b) Assistant Traffic Superintendents.

(c) Station masters,

(d) Clerical staff,

on the B. N. Railway ?

(e) Are Government prepared to lay down a policy for this railway to reserve a certain proportion of employment for Oriyas in its track running over the Oriya-speaking country ?

Mr. C. D. M. Hindley : (a) Government have no information in regard to the precise extent of pilgrim traffic on the Bengal Nagpur Railway.

(b) Yes.

(c), (d) and (e). The Honourable Member is referred to the reply given to somewhat similar questions asked by Mr. B. N. Misra in the Legislative Assembly of the 2nd July 1923.

MILITARY OR CIVIL LINE OVERSEER IN THE ARMY REMOUNT DEPARTMENT.

331. **Mr. Abdul Haye :** (a) Will the Government please state what is the original budgeted pay of a Civil and Military Line Overseer in the Army Remount Department ?

(b) What are the duties of a Civil and Military Line Overseer and what qualifications are required of him ? Is it necessary that he should also have veterinary qualifications ?

(c) Who is at present holding this post and when was he appointed ?

(d) What pay and allowance does he get ?

(e) If he is getting more than the budgeted amount has the sanction of the Government been obtained to this additional expenditure. If so, when ?

(f) Since the creation of this post, what additional expenditure (if any) has the Government borne which was not originally provided for in the budget ?

Mr. E. Burdon : (a) The pay provided in the budgets of the years 1904 to 1907 for the appointment of Military or Civil Line Overseer was Rs. 150 per mensem. Since 1907 this has been increased to Rs. 170 per mensem.

(b) The duties of the Military or Civil Line Overseer are—

- (i) to supervise the management of the stallion stable No. 11 at Babugarh ;
- (ii) to assist the District Remount Officer in matters connected with horse-breeding operations, horse shows and fairs held in the area, and to make arrangements for the purchase and branding of young stock and mares ; and
- (iii) to look after both Imperial and Provincial stallions, pharmacies, gear, clothing, saddlery, etc.

He is required to have a working knowledge of veterinary subjects but not a specific veterinary qualification.

(c) A serjeant of the India Miscellaneous List, who was appointed on the 27th April 1922.

(d) Pay at Rs. 150 per mensem *plus* staff pay at Rs. 20 per mensem, and such allowances as are admissible to a regimental non-commissioned officer of corresponding rank.

(e) He is not being paid more than the budgeted amount.

(f) *Nil*.

COMPULSORY RETIREMENT OF RISALDAR MAJOR HABIB-UL-RAHMAN OF THE ARMY REMOUNT DEPARTMENT.

332. **Mr. Abdul Haya :** (a) Is it a fact that Shahzada Habib-ul-Rahman who served as an Indian Officer and was lately working in the Army Remount Department was made to retire after he had put in only 28 years of service and before he had earned his full pension ?

(b) What is the usual limit of service after which an officer in the military compulsorily retires ?

(c) Is it a fact that Risaldar Lal Chand who has succeeded to the vacancy caused by Risaldar Major Habib-ul-Rahman's retirement has already put in 31 years of service ?

(d) Is it a fact that on a previous occasion Risaldar Lal Chand was refused confirmation because his work was reported on as unsatisfactory ?

(e) If the answer to parts (c) and (d) be in the affirmative, will the Government please state the reasons which led the Government to retain the services of Risaldar Lal Chand in preference to Shahzada Habib-ul-Rahman ?

Mr. E. Burdon : (a) On the reduction of the complement of Indian officers authorised for the Remount Department as a measure of retrenchment, Risaldar Major Habib-ul-Rahman, Bahadur, was selected by the head of the department for discharge to pension as being the least suitable for retention in the Department.

(b) 32 years.

(c) Jemadar Lal Chand has not been appointed permanently to the vacancy caused by the retirement of Risaldar Major Habib-ul-Rahman. This Jemadar, who was employed in the Shahpur area, Sargodha, was merely transferred to the Amritsar area to replace Risaldar Major Habib-ul-Rahman as a temporary departmental arrangement.

(d) No, the confirmation of Jemadar Lal Chand was not refused. On the expiry of this Indian officer's probationary service in the department, he was recommended by his Commanding Officer for retention

permanently in the department, but in the interests of the service it was thought necessary to extend the probationary period so as to obtain confirmation of the recommendation made by the Commanding Officer.

(e) This question does not require an answer in view of the information which I have given.

HARDSHIPS OF INDIAN LABOURERS IN BURMA.

333. **Mr. B. Venkatapatiraju :** (a) Will the Government be pleased to state whether the Government are aware that the labourers from India emigrated to Burma are ill-treated and ill-paid and unscrupulously exploited ?

(b) that the workman's breach of contract is fully made use of by the employers ?

(c) that the labourers are often cheated by the *maistries* ?

(d) that the Burma Government are unwilling to protect those unfortunate men and women ?

(e) Owing to the disproportion of sex there is good deal of immorality in the labour population ?

(f) that the housing accommodation is quite inadequate and even 30 to 40 people are occupying one or two rooms ?

(g) that the Burma Finance Committee is reported to have stated that if the conditions of employment are inadequate it is for the different Provincial Governments from which the labourers came to make inquiries into the matter ?

(h) Do the Government propose to consider the advisability of instituting an inquiry into those matters and publish a statement about the condition of their wages, hours of work, sanitary arrangements, housing accommodation and medical relief and enforcement of penal clauses under breach of contract of service and generally the physical, moral and economic condition of Indian labourers in Burma ?

The Honourable Mr. A. C. Chatterjee : (a) to (g). Government have seen statements to this effect in a recent publication.

(h) The Government of Burma have been asked for a report.

INCOME FROM ADVERTISEMENTS ON TELEGRAPH FORMS.

334. **Mr. B. Venkatapatiraju :** Will the Government be pleased to state what amount has been realised up to now by permitting advertisements on telegraph forms ? What would be the additional cost of utilising better paper for telegraph forms so as to make the message more readable ?

Mr. H. A. Sams : (i) Rs. 18,988-4-9

(ii) The additional cost would be about Rs. 5,000 a year.

NUMBER OF AND EMOLUMENTS PAID TO I. C. S. OFFICERS IN 1913 AND 1923, RESPECTIVELY.

335. **Mr. B. Venkatapatiraju :** What was the number of and the amount paid to I. C. S. officers in 1913 and what was the number of and amount paid to I. C. S. officers in 1923 ?

The Honourable Sir Alexander Muddiman : The figures for 1913-14 and 1923-24 are as follows :—

Numbers.

1913-14	..	1,370
1923-24	..	1,290

* *Pay including leave salary and all allowances except travelling allowance.*

Serving under Provincial Governments	1913-14	225 lakhs.
	1923-24	254 lakhs.
Serving under Central Government	1913-14	25 lakhs.
	1923-24	41 lakhs.

INCREASE OF EMOLUMENTS IN THE CIVIL AND MILITARY SERVICES.

336. **Mr. B. Venkatapatiraju :** Will the Government be pleased to state whether as stated by Mr. Montagu in Parliament the increase of emoluments to the Indian Civil Service was £360,000, Indian Police Service £130,000, Indian Educational Service £100,000, British Officers of Indian Army and British troops £1,700,000, Indian Medical Service £250,000, total £2,540,000 ?

The Honourable Sir Basil Blackett : The figures quoted were obtained by converting the estimated extra cost in rupees into sterling at the rate of 2 shillings per rupee. It is not correct now to say that the extra cost in sterling is as stated in the question, as exchange is now far below 2. If the sterling figures be reconverted at ten rupees to the pound sterling, the result will be correct.

PAY AND PENSION OF THE INDIAN CIVIL SERVICE.

337. **Mr. B. Venkatapatiraju :** (a) Will the Government be pleased to state whether the statement made by Earl Winterton in Parliament is accurate that the initial pay of I. C. S. Officers has been raised to 50 per cent. and that under the time scale, officers receive yearly increments and that a substantial increase has been made in the pay of officers in the ordinary line ?

(b) Is it a fact that the pension of £1,000 annually is from 1919 being usually assumed by the State, the 4 per cent. contribution previously enforced being funded for the benefit of officers on retirement ?

The Honourable Sir Alexander Muddiman : (a) The pay of Indian Civil Service officers in their first year of service was raised from Rs. 400 a month to Rs. 600 a month with effect from 1st December 1919. The average increase of pay granted at this time is estimated to have been about 10 per cent.

(b) 4 per cent. contributions paid after 1st April 1919 are funded for the benefit of officers on retirement.

LIBERALISATION OF THE LEAVE RULES, ETC.

338. **Mr. B. Venkatapatiraju :** Is it a fact that the leave rules are liberalised and greater facilities are given for leave on higher pay and

furlough pay is based on 12 months' salary instead of the average of 3 years as formerly and whether it is a fact that it is to the advantage of an officer to be on leave drawing higher pay than serving in the department drawing smaller pay and whether steps were taken to remove this anomaly ?

The Honourable Sir Basil Blackett : The Honourable Member has asked five questions in one. The answer to the first three is broadly in the affirmative. The answer to the fourth is that it is not always a fact, but it does sometimes happen that an officer is better off on leave than on duty. As regards the fifth, the reply is that the question is under consideration.

OVERSEAS PAY OF THE SUPERIOR SERVICES.

339. **Mr. B. Venkatapatiraju :** Is it a fact that the improvement in the pay of the Superior Services is to a large extent represented by the overseas allowance and is it not a fact that overseas pay is much more and not less than double the exchange compensation allowance which was abolished ?

The Honourable Sir Basil Blackett : It is difficult to generalise ; but roughly speaking, the suggestion in the first part of the question is correct. Exchange compensation allowance ranged from Rs. 25 to Rs. 138, and overseas pay ranges from Rs. 125 to Rs. 250.

EXPENDITURE INCURRED IN CONNECTION WITH H. E. THE VICEROY AND HIS ESTABLISHMENTS.

340. **Mr. B. Venkatapatiraju :** Is it a fact that the Viceroy with his establishments costs 12 lakhs of rupees ?

The Honourable Sir Basil Blackett : I would invite the Honourable Member's attention to the answers given by me and the Honourable Mr. A. C. Chatterjee to similar questions by Mr. T. C. Goswami on the 14th February 1924 and 8th March 1924. To the information then given I need only add that the salary of the Governor General is Rs. 2,50,800 *per annum*.

AVERAGE INCOME PER HEAD IN INDIA.

341. **Mr. B. Venkatapatiraju :** Is it a fact that Indian income is about 20 dollars per head and if not what is the Government estimate ?

The Honourable Sir Basil Blackett : I would refer the Honourable Member to my reply to starred question No. 151 on page 185 of the Legislative Assembly debates of the 5th February 1924.

QUESTIONS RELATING TO KENYA AND THE POLL-TAX IN FIJI.

342. **Mr. B. Venkatapatiraju :** Will the Government be pleased to state the result of deliberation of the Colonies' Committee regarding the Kenya problem and the poll-tax in Fiji and whether the Government are prepared to publish even now the Fiji Deputation report long overdue ?

Mr. J. W. Bhore : As regards Kenya the Honourable Member is referred to the statement made by the Secretary of State for the Colonies in the House of Commons in reply to Mr. Mills on August 7th. For the convenience of Honourable Members a copy of the statement is laid on the table. The result of the representations made by the Colonies Committee in regard to Fiji is not yet known. The publication of the report of the Fiji Deputation is still under consideration.

London, August 7th, 1924.

In the House of Commons to-day, Mr. Mills asked whether the Secretary of State for the Colonies was in a position to make a statement with regard to representations recently made to him on certain matters affecting Indians in Kenya by the Indian Colonies Committee.

Mr. Thomas, replying, said : I will take the subjects in the order in which they were raised by the Committee.

(1) Immigration.—My position is that if danger ever arises of such an influx of immigrants, of whatever class, race, nationality or character, as may likely be prejudicial to the economic interest of the natives, I hold myself entirely free to take any action which may be necessary. Conflicting statistics which have been laid before me have not enabled me to reach a definite conclusion as regards the extent of net Indian immigration. Accordingly steps will be taken to create a statistical department to obtain accurate information with regard to persons of all races arriving in or departing from Kenya. Meanwhile the Kenya Immigration Ordinance will not be enacted.

(2) Franchise.—I have given careful consideration to representations in favour of a common poll, but I am not prepared to resist the conclusion already arrived at that in the special circumstances of Kenya, with four diverse communities, each of which will ultimately require electoral representation, the communal system is the best way to secure the fair representation of each and all of these communities.

(3) Highlands.—I consider that the Secretary of State for the Colonies has no alternative but to continue pledges, expressed or implied, which had been given in the past, and I can hold out no hope of the policy in regard to agricultural land in the Highlands being reconsidered.

(4) Lowlands.—It was proposed to reserve an area in the Lowlands for agricultural immigrants from India. The Committee made it plain that it is averse from any reservation of land for any immigrant race, subject to the suggestion that before applications for land in Lowland areas are invited an opportunity should be taken of sending an officer experienced in Indian settlement and agricultural methods to report on the areas. At present any consideration of the matter is in suspense pending receipt from the colony of reports from the native and agricultural points of view on the areas in question.

FLOODS IN SOUTHERN INDIA.

343. **Mr. B. Venkatapatiraju :** Will the Government be pleased to state whether the Government of India received any communication from the Local Government regarding the great devastation and damage caused by the recent floods in Southern India and the loss estimated by them and steps taken to give relief and to restore the damaged roads, etc., to normal condition and whether they applied for any relief from the Imperial Government ?

Mr. J. W. Bhore : Intimation has been received from the Local Government regarding the occurrence of floods in parts of the Madras Presidency but except in the case of railways details as to the extent of the damage caused are awaited. So far the Government of India have not received any report indicating the steps taken by the Local Government to give relief, etc., or any application asking for relief.

INCREASE IN THE RATE OF INTEREST ON POSTAL SAVINGS BANK DEPOSIT.

344. Mr. B. Venkatapatiraju : Will the Government be pleased to state whether the Government have ever considered the desirability of increasing rate of interest to 4 per cent. on postal Savings Bank deposits and utilising the said amount by loaning at 6 per cent. to the Co-operative Banks.

The Honourable Sir Basil Blackett : The Government do not consider it desirable to increase the rate of interest on postal Savings Bank deposits.

THE POST OFFICE AND INSURANCE WORK.

345. Mr. B. Venkatapatiraju : (a) Have the Government considered the question as to whether the Post Office has a very large field for development as insurance agency to the public at large ?

(b) Was the Director General consulted whether it is a feasible scheme ?

The Honourable Mr. A. C. Chatterjee : The question of extending the scope of the Postal Insurance Scheme has been raised, and is receiving careful consideration.

EXTRA EXPENDITURE INCURRED BY THE GOVERNMENT OF INDIA FROM 1917 TO 1923.

346. Mr. B. Venkatapatiraju : Will the Government be pleased to state the total amount incurred on account of extra expenditure since 1917 till the end of the official year 1923 over and above the normal expenditure and how much of it was due to War and how much was due on account of increased pay and allowances, pensions, etc., to Government servants, civil and military, and whether any portion of it was spent for productive or developmental purposes ? Whether the whole excess can be placed at 500 crores of rupees and how much of it was met by increased taxation and how much by loans ? Whether it is a fact that non-productive debt was reduced to 3 crores only by 1916 ? What is the amount of unproductive debt at the present moment or as far as figures are available ?

The Honourable Sir Basil Blackett : The Honourable Member is referred to the Finance and Revenue Accounts for the various years and the Finance Member's Budget speeches from 1917 onwards, copies of which will be found in the Library. If the Honourable Member wishes to have any information which he cannot obtain from these papers, I shall be glad if he will speak to me on the matter.

STATEMENT LAID ON THE TABLE.

The Honourable Mr. A. C. Chatterjee (Industries Member) : Sir, I lay on the table a statement furnished by the High Commissioner for India showing the cases in which the lowest tenders have not been accepted by him in purchasing stores for the Government of India during the half year ending the 30th June 1924.

HIGH COMMISSIONER FOR INDIA,

INDIA STORE DEPARTMENT.

ABSTRACT OF CASES in which Tenders, other than the lowest offering suitable goods, were accepted on the grounds of superior quality, superior trustworthiness of the firm tendering, greater facility of inspection, quicker delivery, etc.

HALF YEAR ENDING 30TH JUNE, 1924.

PART A.—Cases in which lower foreign tenders, including British tenders for foreign made goods, have been set aside wholly or partially in favour of British tenders.

Stores ordered.	Contract Number.	Name of Contractor.	Amount of contract. £. s. d.	Lowest Tender not accepted. £. s. d.	Reason for acceptance.
Axles, engine	D. 706-38, 18th February 1924.	Wm. Jessop & Sons, Ltd.	324 0 0	250 19 0 (German).	One item of three crank axles was stated by the Railway Board, after a summary of the tenders had been telegraphed to them, to be urgently required. The lowest tenderers were unable to guarantee delivery within the period required, and it was therefore necessary to order the three axles in question from the lowest British firm.
Wheels and Axles	D. 1600-2429, 14th May 1924.	Wm. Beardmore & Co., Ltd.	2,340 0 0 (German) for 60 pairs.	1,434 0 0	For the remaining axles the lowest tender (German) was accepted. 212 pairs of wheels and axles were indentured for by telegram, delivery being required at the rate of 20 pairs a month commencing by May, 1924. The lowest satisfactory tender came from the Bochumer Verein, but shipment could not be expected to commence before August if this tender was accepted. It was therefore necessary to place an order for 3 months' supply with the lowest tenderer who could be relied upon to give quick delivery. Sixty pairs were accordingly ordered from Beardmore and Co., who promised to commence in 5 weeks. The balance of the order was given to the Bochumer Verein.

PART B.—Cases in which the discrimination is between British or between Foreign firms and not between British and Foreign.

Windlases	D. 76-8849, 7th January 1924.	Clarke, Chapman & Co., Ltd.	131 0 0	108 0 0	Superior value. The lower offer was for a less powerful machine, and the accepted tender was well within the price estimated by Burma.
Chasers	D. 251-8040, 18th January 1924.	E. H. Pickford & Co., Ltd.	15 11 0	12 17 9	Considered better value, the stores offered being much stronger and heavier and worth more than the difference in cost.

HALF YEAR ENDING 30TH JUNE, 1924.—*contd.*
 PART B.—Cases in which the discrimination is between British or between Foreign firms and not between British and Foreign.—*contd.*

Stores ordered.	Contract Number.	Name of Contractor.	Amount of Contract.	Lowest Tender not accepted.	Reason for acceptance.
Dog Spikes	D. 456-30, 30th January 1924.	A. de Bary	£. s. d. 5,309 10 9 (at £12-1-6 per ton).	£. s. d. 5,100 13 0 (at £11-12-0 per ton).	The dog spikes were urgently required in India. The lowest tender had proved unreliable as regards deliveries so was only entrusted with a portion of this large order, viz., 146 tons (approx.).
Level	D. 524-210, 4th February 1924.	E. R. Watts & Son, Ltd. for T. C. Widd. & Co., Ltd.	439 14 1 25 0 0	22 0 0	The lower quotation included a bubble reading attachment generally considered suitable; but the accepted tender included a Zeiss prism reading attachment, at an extra cost of only £3, which the Indenting Department is known to prefer.
Steel, mild, bar.	D. 896-672, 6th March 1924.	Patent Shaft & Axle-ree Co., Ltd.	34 8 6	32 17 2	The lower tender did not offer delivery in time to meet the urgent requirements of the Indenting Department.
Axles, steel, engine	D. 994-657, 21st March 1924.	Bochumer Verein	777 4 0 (German).	752 0 0 (German).	As the stores were stated to be urgently required, the order was placed with the second lowest tenderer at the small extra cost of £25 in order to secure delivery two months earlier than the time offered by the lowest.
Boiler	D. 1175-8533, 8th April 1924.	James Neilson & Son, Ltd.	530 0 0	508 0 0	The Indenting Department asked for the boiler to be delivered in India by the 31st January, 1924, the indent being received in the Store Department on the 21st November, 1923. The delivery specified could not be secured at such short notice, nor could the boiler be obtained in time to allow of payment in the financial year 1923-24. Enquiries had therefore to be made regarding budget provision, and it was not possible to place the order before the 8th April. In view of the urgency it was decided to pay the small extra sum of £12 to secure delivery about four weeks earlier than that offered by the lowest tenderer.
Binoculars	D. 1910-2618, 3rd June 1924.	J. W. Atha & Co.	209 0 0 (German Zeiss glasses with British Cases).	204 0 0 (French glasses and Cases).	Better value. Both the classes and cases offered by Atha were considered superior to those offered by the lower tenderer and well worth the small difference in cost.
Carbonate of Soda	D. 2079-2213, 13th June 1924.	Brunner Mond & Co., Ltd.	26 19 6	26 0 0	Superior value. Accepted tenderer's sample was of better quality.

PETITIONS RELATING TO THE INDIAN PENAL CODE
(AMENDMENT) BILL.

(AMENDMENT OF SECTION 375.)

The Secretary of the Assembly : Sir, under Standing Order 78 I have to report that 60 petitions, as per statement laid on the table, have been received relating to the Bill further to amend the Indian Penal Code (Amendment of section 375), which was introduced into the Legislative Assembly by Dr. H. S. Gour.

• **Mr. President :** These petitions are referred to the Committee on Public Petitions.

GOVERNOR GENERAL'S ASSENT TO BILLS.

Mr. President : I have to acquaint the Assembly that His Excellency the Governor General has been pleased to give his assent to the following Bills :—

The Indian Soldiers Litigation (Amendment) Act, 1924,
The Indian (Specified Instruments) Stamp Act, 1924,
The Steel Industry (Protection) Act, 1924.

ELECTION OF MEMBERS OF THE LEGISLATURE TO SERVE
ON THE COMMITTEE TO CONSIDER THE FLOW OF CAPITAL
INTO INDIA FROM EXTERNAL SOURCES.

The Honourable Sir Basil Blackett (Finance Member) : Sir, I have to ask you to inform the House that in accordance with the promise made to the House during the debate on the Steel Protection Bill by the Honourable Commerce Member, Government propose to appoint a Committee to consider the question of the flow of capital into India from external sources consisting of four Members elected by the Assembly, three Members elected by the Council of State, the Honourable Sir Charles Innes and myself as Chairman. I have to ask you, Sir, that you will kindly take the necessary steps for the election of four Members from this House.

Mr. President : I hope to be in a position to make an announcement at the next meeting of the Assembly regarding the manner in which these four Members are to be elected.

Mr. Jamnadas M. Mehta : There are to be only four Members from this House ?

Mr. President : The Finance Member has asked for four Members.

Mr. Chaman Lall : May I ask whether there is going to be any Member from the Council of State ?

(A Voice : " Three ".)

STATEMENT OF BUSINESS.

The Honourable Sir Alexander Muddiman (Home Member) : Sir, I wish to give Honourable Members such information as I can as to the course of business during the current session.

[Sir Alexander Muddiman.]

After to-day the next meeting will be on Monday, the 8th, when we hope to take up the second readings of the Bills on to-day's agenda. On Wednesday, 10th, we are prepared to set down the Government Resolution on the Lee Commission's Report, if the House is agreeable to that course. If the House thinks that it has not had sufficient notice, I am prepared to postpone the debate. If the debate begins on the 10th and continues on the 11th, we hope to conclude on the 12th.

Honourable Members will probably desire some explanation of the course of the meetings, during the first week. The explanation is this. Government legislation for the time being is held up on account of the fact that several Bills are being referred to Select Committee, and until opportunities can be had for Committees to sit and report to the House, no further progress can be made. We always find it difficult to get together Select Committees at the time when the House is sitting. It seems desirable that we should during the first week devote as much time as possible to finishing off these Committees. At present two Select Committees will sit to-morrow, the 4th, one on Friday, the 5th, and one on Saturday, the 6th. If the business before the House is finished on Monday by lunch time, a Committee will sit in the afternoon and two on Tuesday, the 9th. I hope that most of the Bills in Committee will come back to the House promptly, so that there will be no lack of business from the 10th onwards. I am assuming that the debate on the Lee Commission's Report will be finished not later than Friday, the 12th. Monday, the 15th, will be devoted to a Government Resolution on the subject of the separation of Railway finance. Tuesday, the 16th, and Tuesday, the 23rd, have been allotted for non-official Bills, and Thursday, the 18th, for non-official Resolutions. I hope that, subject to the orders of H. E. the Governor General, Monday, the 22nd, will also be allotted for unofficial Resolutions. The remaining days of the session will be occupied by further stages of the Bills now pending in this House. The Bills which we hope we will be able to dispose of finally are the Code of Civil Procedure (Amendment) Bill, the Indian Criminal Law Amendment Bill, ordinarily referred to as the Morality Bill, the Imperial Bank of India (Amendment) Bill, the Indian Merchant Shipping (Amendment) Bill, and those new Bills which appear on the list of business for to-day. In addition there are three or four other Bills which will be introduced in another place which I hope will come before this House for consideration, before the end of the session. I anticipate the session will close on or about the 23rd or 24th.

Dr. H. S. Gour (Central Provinces Hindi Divisions: Non-Muham-madan): Sir, after the statement made by the Honourable the Home Member that there is a paucity of work during the first week, owing to the necessity of convening meetings of various Select Committees, may I inquire what was the necessity for calling up the whole House when, according to the statement made by the Honourable the Home Member, only certain members of the Select Committee were all that was necessary for the purpose of convening the meetings of the various Select Committees to make further progress with the Bills? I beg to ask what necessity there was for Government to convene a meeting of the Legislative Assembly to-day, which is not likely to last for another hour, and then to adjourn it from to-day to the 8th September?

The Honourable Sir Alexander Muddiman: One of the very obvious reasons is that two Select Committees cannot sit until the House passes the

business on the agenda to-day. Secondly, it is well known to Dr. Gour that Honourable Members will not come up unless the House is in session. That is the reason why we have got a meeting to-day.

Pandit Motilal Nehru (Cities of the United Provinces : Non-Muhammadan Urban) : Sir, is it not possible for the Honourable the Home Member to give us a third day, with the sanction of H. E. the Governor General, for non-official Resolutions, even if it is necessary to extend the session by a day ?

The Honourable Sir Alexander Muddiman : I shall do my best to consider my Honourable friend's suggestion, but I must point out that two days for Bills and two days for Resolutions have been allotted for unofficial business. Compared with the Government business it is a very fair proportion.

Pandit Motilal Nehru : It does not compare with the number of non-official Resolutions.

Dr. H. S. Gour : Is it not a fact that over 200 Resolutions are pending disposal and yet the Honourable the Home Member considers that two days constitute sufficient time to dispose of those Resolutions ?

The Honourable Sir Alexander Muddiman : Would the Honourable Member consider three days as sufficient time for 200 Resolutions ?

Sir Henry Moncrieff Smith (Secretary, Legislative Department) : I would add to that that there are far more than 200 Resolutions, and I calculate that if the House sat for five days in every week, the pending Resolutions would not be finished in a year.

Dr. H. S. Gour : Is that not a sufficient reason why more days should be allotted to non-official Resolutions ?

Pandit Shamlal Nehru (Meerut Division : Non-Muhammadan Rural) : You might allot some days between for non-official Resolutions.

The Honourable Sir Alexander Muddiman : Committees are sitting on every day between those dates and surely the House will require some time to prepare for the large debate on the 10th instant.

Diwan Bahadur T. Rangachariar (Madras City : Non-Muhammadan Urban) : Having regard to the fact that so much non-official business is pending, I suggest that this session should be prolonged for a week longer.

The Honourable Sir Alexander Muddiman : I understand that there is very grave objection to this. The Pujah holidays begin in Bengal at the end of this month and I doubt if the House will wish to sit during that period.

(Several Honourable Members : " We have no objection to sit.")

Pandit Madan Mohan Malaviya (Allahabad and Jhansi Divisions : Non-Muhammadan Rural) : Do Government realise that the small amount of time allotted for non-official business is creating a great deal of dissatisfaction in the public mind ? The matter of the number of Resolutions pending has been dealt with somewhat lightly by the Secretary of the Legislative Department. The fact that we cannot dispose of Resolutions pending, even sitting for five days in a week, in the course of a year, is a very strong reason why many more days should be set apart for non-official Resolutions. These Resolutions deal with questions of vital interest to the people. The Government call a meeting of the

[Pandit Madan Mohan Malaviya.]

Assembly at great public cost. We come up here at the sacrifice of private business. Is it not fair, therefore, that Government should consult the Members of the Assembly in the matter of fixing dates for non-official business, and is it not only fair that the Government should extend the session even if a few Members should not be able to continue to stay here to the end? I think some of the Members will forego their Pujah holidays if the interests of the country demand their presence here. I therefore urge that there is very great reason why more days should be assigned to non-official Resolutions, and I hope that Government will reconsider the matter.

Mr. President: Enough has been said to show Government the feeling of the House in this matter, and I am sure that Honourable Members may rely on the Honourable Home Member making recommendations in the proper quarter in that sense.

THE CODE OF CIVIL PROCEDURE (AMENDMENT) BILL.

NOMINATION OF MR. K. C. NEOGY TO SERVE ON THE SELECT COMMITTEE.

Sir Henry Moncrieff Smith (Secretary, Legislative Department) : Sir, I beg to move :

"That Mr. K. C. Neogy be nominated to serve on the Select Committee to consider and report on the Bill further to amend the Code of Civil Procedure, 1908, for certain purposes."

This particular Committee is without a Chairman, owing to the absence of Sir Henry Stanyon, and Mr. Neogy has consented to take his place if the House so pleases.

The motion was adopted.

THE INDIAN CRIMINAL LAW AMENDMENT BILL.

NOMINATION OF MR. K. C. NEOGY TO SERVE ON THE SELECT COMMITTEE.

The Honourable Sir Alexander Muddiman (Home Member) : Sir, I beg to move :

"That Mr. K. C. Neogy be nominated to serve on the Select Committee to consider and report on the Bill further to amend the Indian Penal Code and the Code of Criminal Procedure, 1898, for the purpose of affording greater protection to persons under the age of eighteen years."

This Committee is also in the same position as the previous one, namely, without a Chairman, owing to the absence of the same gentleman, and my Honourable friend has kindly agreed to serve, if the House so desires.

The motion was adopted.

THE INDIAN MERCHANT SHIPPING (AMENDMENT) BILL.

Mr. J. W. Bhore (Secretary, Department of Education, Health and Lands) : Sir, I beg to ask for permission to incorporate in the motion the names of the Select Committee which I have given in the motion.

I beg to move :

"That the Bill to amend the Indian Merchant Shipping Act, 1923, for certain purposes be referred to a Select Committee consisting of the following :

Nawab Sir Suhibzada Abdul Quaiyum,
Mr. M. A. Jinnah,

Mr. Kabeer-ud-Din Ahmed,
 Sir Henry Moncrieff Smith,
 Mr. W. S. J. Willson,
 Khan Bahadur Wali Mohamed Hussanally,
 Captain Ajab Khan,
 Diwan Bahadur T. Rangachariar,
 Khan Bahadur Sarfaraz Hussain Khan,
 Haji Syed Abdul Khadar Sahib Jeelani,
 Khan Bahadur Maulvi Ghulam Bari, and
 Mr. J. W. Bhore,

and that the number of Members whose presence shall be necessary to constitute a meeting of the Committee shall be 7."

Sir, it is not necessary for me to take up the time of this House in retraversing the ground covered by Sir Montagu Butler in introducing this Bill. I would, however, like, even at the risk of some repetition, to emphasize this fact, that in bringing forward this measure, the Government were merely acting in response to pressure from many quarters to deal, on the general lines of this Bill, with this problem of destitute Haj pilgrims, a problem which, as the Honourable Members of this House know, has now assumed serious proportions. I would also like to emphasize the fact that the Central Haj Committee in this country and the Haj Committee in Jeddah were both emphatic and unequivocal in their opinion that the only possible hope of a satisfactory solution lay along the lines which are followed in this Bill. Sir, when this Bill was introduced, the Government, after consultation with the Muhammadan Members of this House, realised that it was not a measure which could be rushed through in a single session. Touching, as it does, a matter which is of the utmost importance to the Muslim faith, it was felt that the very widest opportunity should be given to all who were concerned to make themselves acquainted with its provisions and to understand all its implications. With the sanction of this Assembly the measure was circulated for the purpose of eliciting opinions thereon, and the result of this circulation is now before the Honourable Members of this House. I venture to assert, Sir, that it is clear beyond doubt that the bulk of educated and responsible Muhammadan opinion in this country is generally in favour of this measure. Further, practically all Local Governments have also lent it their support. In these circumstances, Sir, the Government feel not merely that they are justified in proceeding with this measure, but that they ought to do so, in view of the fact that they feel that the bulk of responsible Muhammadan opinion is in favour of it. There are, it is true, certain provisions of this Bill which have elicited adverse comment, and I think the bulk of that criticism is directed against clause 5. Now, Sir, I would like to make it clear that there is no sinister intention behind that clause. It originated, if I may say so, in a suggestion from the Bombay Government that no pilgrim ship should be allowed to sail from any port in the Presidency on a date later than the 10th day of *Zilkada*, the reason for that being that there had been many complaints that Indian pilgrim ships often arrived too late to enable Mecca to be reached in time for the Haj. In view, however, of the opposition which this clause has evoked, and as this clause is not really concerned with the substance of the Bill, I may say that Government are quite prepared to delete it. There are also certain other minor provisions of the Bill in regard to which too there has been some criticism, and I may say at once that the Government are quite prepared to consider any modification that may be necessary to meet such objections as are reasonable, and such objections

[Mr. J. W. Bhore.]

as have a real measure of public support behind them, when this measure goes into Select Committee. All these matters, Sir, can, I think, best be considered in Select Committee, and I therefore beg to move the motion which I have just read out.

The motion was adopted.

THE IMPERIAL BANK OF INDIA (AMENDMENT) BILL.

The Honourable Sir Basil Blackett (Finance Member) : Sir, like Mr. Bhore, I have to ask your permission to amend the form of this notice by including in it the names of the Members whom it is proposed to appoint to the Select Committee. It was impossible to do this before because it had not been possible to obtain the assent of individual Members to take part in the Select Committee.

The motion I have to make, therefore, is :

“ That the Bill to amend the Imperial Bank of India Act, 1920, be referred to a Select Committee consisting of :

Diwan Bahadur T. Rangachariar,
Pandit Motilal Nehru,
Sir Purshotamdas Thakurdas,
Mr. H. G. Cooke,
Mr. K. C. Neogy,
Mr. Bipin Chandra Pal,
Mr. Jammadas M. Mehta,
Mr. W. S. J. Willson,
Mr. Ahmad Ali Khan,
and the mover ;

and that the number of Members necessary to constitute a meeting of the Committee shall be 5.”

I need not enter at all deeply into the questions raised in this Bill. It has been circulated for opinions and the opinions have been received. They show the desirability of one or two small amendments which I think can be best dealt with in Select Committee. There is one general point however which I would like to touch on. More than one of the opinions received refers to the desirability of restricting the scope of the measure so that it should give assistance to banking companies registered under the Indian Companies Act and to no other companies, that is, that it should be confined to Indian companies with rupee capital, operating in this country. This is a comment which has been made by a good many of those who have given opinions on this Bill, but it is due, I think, to a misapprehension. The amending Bill definitely refers to banking companies within the meaning of section 13 of the Imperial Bank of India Act. This section refers to banking companies carrying on business in India of which the capital is divided into shares, and the explanation to the section says :

“ For the purposes of this section, ‘ banking company ’ means any company formed for the purpose of carrying on the business of banking, and registered under the Indian Companies Act, 1913, or the law relating to companies for the time being in force in British India.”

The amending Bill therefore is already confined to Banking companies registered in India under the Indian Companies Act ; and the foreign exchange banks and others to which reference is made are already outside the scope of the Bill. I thought it desirable to draw attention to that in public because there has been some misunderstanding

on the matter. I will not enter into any of the other smaller items which I hope will be dealt with by the Select Committee, and I will therefore confine myself to moving the motion which I read out.

The motion was adopted.

The Honourable Sir Basil Blackett : Sir, with reference to the motion which has just been passed I am asked by the Secretary in the Legislative Department to say that it is proposed, if it is convenient to members of the Select Committee on the Imperial Bank of India (Amendment) Bill, to hold a meeting to-morrow morning at 11 O'clock.

Diwan Bahadur T. Rangachariar (Madras City : Non-Muhammadan Urban) : Sir, there is another meeting of an important Committee to-morrow which I have to attend.

Sir Purshotamdas Thakurdas (Indian Merchants' Chamber : Indian Commerce) : The same applies to me. Sir Charles Innes will perhaps tell the Finance Member that he is convening to-morrow at 11 A.M. a meeting of the Central Railway Advisory Committee which is rather important.

The Honourable Sir Basil Blackett : It is evident that I had better withdraw for the moment that notice and give private notice to the members of the Committee as to when they will meet. It shows, however, the desirability of the early meeting of the Assembly.

THE LAND CUSTOMS BILL.

The Honourable Sir Basil Blackett (Finance Member) : Sir, I beg to move for leave to introduce a Bill to consolidate, amend and extend the law relating to the levy of duties of customs on articles imported or exported by land from or to territory outside British India.

The purpose of this Bill is stated fully in the Statement of Objects and Reasons. It is a longish Bill but is fairly simple in its purpose. As things stand at present the only laws which govern the collection of land customs in British India are those which are now in force in Madras and Bombay. These laws have for many years been felt to be entirely insufficient and defective and it has not been possible in fact to work the system of land customs except by using the corresponding provisions in the Sea Customs Act as a guide to the way in which customs ought to be collected rather than the law under which they are actually collected on the land frontiers. The matter has become more urgent owing to the fact that the administration of customs is now a Central subject and is being taken over and centralised by the Government of India. At the present moment the Collector of Customs in Madras, who is an Imperial Officer and is collecting sea customs as an officer of the Government of India, is for the particular purpose of collecting land customs an officer of the Madras Government. It is not a convenient arrangement and the Madras Government is anxious to bring it to an end. Similar conditions obtain in Bombay. Further there was an Act passed in the last session, the Indian Tariff (Amendment) Act, 1924, to apply the customs tariff, or parts of it, to goods crossing the frontier of any foreign territory. That Act is quite inoperative on at least one important frontier, namely, the frontier between Burma and Siam, owing to the absence of any Act governing the collection of land customs on that frontier. It is proposed by this small Bill to remedy these defects. The Bill has been kept quite

[Sir Basil Blackett.]

simple for this reason, that the Government of India have in hand the question of the general revision of the law relating to sea, land and air customs. It was hoped at one time that it might be possible to introduce such a Bill this session but it is a somewhat complicated matter and the Bill is not yet ready for introduction and even after introduction may take some little time to examine. Meanwhile it is very desirable that we should have the power to collect these land customs where necessary. This Bill, therefore, is to some extent an interim measure which will enable us to act in the matter of land customs in advance of the time, whenever that may be, when we pass a revised and consolidated Customs Act dealing with customs generally. I beg to move.

The motion was adopted.

The Honourable Sir Basil Blackett : Sir, I introduce the Bill.

THE COTTON GINNING AND PRESSING FACTORIES BILL.

The Honourable Sir Charles Innes (Commerce Member) : Sir, I move for leave to introduce a Bill to provide for the better regulation of cotton ginning and cotton pressing factories.

I do not think I need detain the House very long over this Bill to-day, specially as at a later stage I hope to get the House to refer it to a Select Committee. The Bill is intended to deal with certain malpractices which are known to be carried on in cotton ginneries and presses. For its origin I must take the House back to the report submitted by the Indian Cotton Committee in 1919. That report covered every aspect of the cotton problem, and when the Committee were considering the question what measures could be taken to secure for the cultivator an adequate price for his cotton they at once found themselves up against such questions as adulteration, the mixing of different varieties, and these malpractices in ginneries and presses. We have already dealt with one only of these problems, namely, that of the mixing of different varieties of cotton, by the Cotton Transport Act which we passed last year. That Act has been applied to certain areas of the Bombay Presidency, and I am informed that so far it has had a very useful effect. Now we are taking up those recommendations of the Cotton Committee which relate to these malpractices. I do not think that the House can accuse us of undue precipitancy in this matter, for I think we have consulted Local Governments already twice in this matter and we have been in continuous and close consultation with the Central Cotton Committee. At this stage I think all that I am concerned to do is to prove to the House that these malpractices do exist and do require the attention of the House. I do not think that I can do better than refer the House to paragraph 219 of the Indian Cotton Committee's report. They say :

"The evidence in regard to these malpractices which we received was overwhelming and the numerous inspections of ginneries and presses which we made showed us that the complaints were justified."

Then they proceed to differentiate between deliberate malpractices, such as the watering of cotton, the mixing of cotton with waste, the mixing of cotton damaged by rain with good cotton, and so on, and abuses arising from faulty conditions—that is to say, the lay out of the ginneries.

They continue :

" We are much impressed by the magnitude of these evils and the necessity of providing some remedy for them. The protection of the interests of the third party, the cultivator, must always be a paramount consideration with Government in the case of a country which is so predominantly agricultural as India. That the existence of the malpractices in ginneries and presses, for which he is not at all or only to a very small extent responsible, must have a very serious effect on the price he obtains for his produce is a point which need not be laboured."

The Cotton Committee proposed a system of licensing of ginneries and presses, their main object being to enable unsatisfactory cotton to be traced back to the original gin or the original press. We have not gone as far as the Central Cotton Committee proposed. We are frightened of this system of licensing which will make much official inspection necessary and might lead to abuses. The main object of the Bill is to put the trade in a position to protect itself. With that object we provide for the marking of all bales, for a system of registration in ginneries and in presses, and in clause 12 of the Bill we give power to reject unmarked bales in fulfilment of contracts. We include other useful provisions in the Bill in regard to the submission of returns, the use of correct scales and weights, and the structural improvement of ginning and pressing factories. But all these points will be discussed, I hope, not only in the House but in Select Committee. I hope I have proved to the House that there are very serious malpractices in these ginneries and presses which do require the attention of this House and this being so, I beg for leave to introduce this Bill.

The motion was adopted.

The Honourable Sir Charles Innes . I introduce the Bill.

THE INDIAN POST OFFICE (AMENDMENT) BILL.

The Honourable Mr. A. C. Chatterjee (Industries Member) : Sir, I move for leave to introduce a Bill further to amend the Indian Post Office Act, 1898, for certain purposes.

This is a very minor measure. Honourable Members who have correspondence with foreign countries must have noticed that in many cases they receive letters without any postage stamps but with merely the impression of a stamp fixed on the letter or on the envelope by a machine. This practice has been sanctioned by the International Convention of the Postal Congress at Madrid in 1920. The system is quite simple. Certain machines have been patented and the users and purchasers of the machine obtain a licence from the Post Office Department. A postal official locks one of the meters in the machine for a certain amount. The machine then works only up to that fixed amount. When that amount is exhausted, the machine cannot be worked any further. We want to introduce this system in India for the convenience of the general public and this Bill is meant to safeguard the Post Office and the State from any fraudulent acts that might be committed in using these machines. We have satisfied ourselves that ordinarily all such frauds would be easily discovered and the system will be carefully watched.

The motion was adopted.

The Honourable Mr. A. C. Chatterjee : Sir, I introduce the Bill.

The Assembly then adjourned till Eleven of the Clock on Monday, the 8th September, 1924.