

9th February, 1925

THE  
LEGISLATIVE ASSEMBLY DEBATES  
(Official Report)

SECOND SESSION  
OF THE  
SECOND LEGISLATIVE ASSEMBLY, 1925



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# LEGISLATIVE ASSEMBLY.

Monday, 9th February, 1925.

The Assembly met in the Assembly Chamber at Eleven of the Clock  
Mr. President in the Chair.

## MEMBERS SWORN:

Mr. Thomas Eyeborn Moir, C.S.I., C.I.E., M.L.A., and Mr. Alexander  
Marr, C.I.E., M.L.A.

## QUESTIONS AND ANSWERS.

### INDIANS AND EUROPEANS HOLDING CERTAIN APPOINTMENTS IN THE DIFFERENT DEPARTMENTS OF THE GOVERNMENT OF INDIA.

784. **\*Khan Bahadur Sarfaraz Hussain Khan:** Will the Government be pleased to state the number of Indians and Europeans holding the following posts in each of the different Departments of the Government of India Secretariat during the years 1920 and 1925:

1. Secretaries to the Government of India.
2. Joint Secretaries to the Government of India.
3. Additional Joint Secretaries to the Government of India.
4. Deputy Secretaries to the Government of India.
5. Additional Deputy Secretaries to the Government of India.
6. Under Secretaries to the Government of India.

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

### COLLISION AT DIGHWARA STATION ON THE BENGAL AND NORTH WESTERN RAILWAY.

785. **\*Mr. Goya Prasad Singh:** (a) Is it a fact that a serious railway collision took place on or about the 16th January, between a passenger train, and a goods train at Dighwara railway station (B. N. W. Railway), in which "a number of carriages were smashed to pieces, and it is reported that a number of passengers have been killed or wounded?"

(b) Will the Government call for a report as to the exact extent of the casualties and the cause of the accident?

(c) What steps, if any, do the Government propose to take in the matter?

**Mr. G. G. Sim:** (a), (b) and (c). A collision took place on 15th January at about 4 hours between Nos. 4 Down Passenger and 169 Up Goods trains at Dighwara, resulting in the engine and tender of the goods train being derailed and three wagons being capsized. Two compartments of the leading third class bogie carriage on the No. 4 Down train were telescoped and one other carriage was damaged. The driver of No. 4 Down train and seven third class passengers were seriously injured, and one of the latter subsequently died. The report of the Senior Government Inspector is awaited.

#### ADMISSION OF GRADUATES AS ADVOCATES OF THE CALCUTTA HIGH COURT.

786. **\*Mr. Amar Nath Dutt:** Will the Government be pleased to state whether its attention has been drawn to the letter entitled "High Court Advocateship published in the *Amrita Basar Patrika* of the 21st November 1924 (Town edition) and to the petition submitted by the graduates to the Chief Justice of Bengal, published in the *Bengalee* of 2nd December 1924, urging the modification of the draft rules for the admission of graduates as advocates, framed by the Calcutta High Court? If so will the Government be pleased to state, whether they propose to take any steps to amend the draft rules framed by the Calcutta High Court for offering better facilities to the graduates for enrolment as advocates?

**The Honourable Sir Alexander Muddiman:** Government have seen the letter and petition referred to. They understand that the question of amending the rules is under the consideration of the High Court with the other recommendations of the Indian Bar Committee.

#### ENROLMENT OF VAKILS AS ADVOCATES OF THE CALCUTTA HIGH COURT.

787. **\*Mr. Amar Nath Dutt:** Will the Government be pleased to state whether they propose to take steps to have the rules of the Calcutta High Court for enrolling vakils as advocates, so amended as to entitle them both to plead and act as recommended by the Indian Bar Committee?

**The Honourable Sir Alexander Muddiman:** The Indian Bar Committee did not make the recommendation alleged in the question. The action to be taken in regard to this point will, however, be considered when replies to the reference made by the Government of India to Local Governments and High Courts are complete.

#### COMPLAINTS AGAINST MR. H. G. PRINCE WRIGHT, TRAFFIC INSPECTOR IN THE DACCA DISTRICT OF THE EASTERN BENGAL RAILWAY.

788. **\*Mr. Amar Nath Dutt:** (a) Will the Government be pleased to state whether it is a fact that Mr. H. G. Prince Wright, the present Traffic Inspector in the Dacca District, E. B. Railway, had been in the service of the D. H. Railway and whether he was forced to resign his service on that Railway?

(b) Are the Government aware that there have been complaints against him while he is in the service of the Eastern Bengal Railway?

(c) If so, what steps have the Government taken or propose to take in the matter?

**Mr. G. G. Sim:** The question has been sent to the Agent for remarks.

COMPLAINTS AGAINST MR. H. G. PRINCE WRIGHT, TRAFFIC INSPECTOR  
IN THE DACCA DISTRICT OF THE EASTERN BENGAL RAILWAY.

789. **\*Mr. Amar Nath Dutt:** (a) Will the Government be pleased to state whether it is a fact that on 3rd July, 1924, Mr. H. G. Prince Wright, the present Traffic Inspector in the Dacca District, E. B. Railway, travelled in a first class compartment of the 7 Up Train along with the guard of the said train?

(b) Whether it is also a fact that Mr. G. C. Naha, a jute merchant of Ramamritagunge complained to the Traffic Manager of the E. B. Railway that on the same date he was travelling by the same train from Dacca to Ramamritagunge and having received a message from his agent at Ramamritagunge, he had to extend his journey up to Mymensingh and on the advice of the station master of that station he went to the brake van to obtain permission of the guard who was not found in the van, but was seen in a first class compartment from where he gave the signal for the train to start, which compelled the merchant to terminate his journey at Ramamritagunge and suffer a heavy loss in consequence?

(c) If the answers to (a) and (b) be in the affirmative, will the Government be pleased to state:

(1) Whether Mr. H. G. Prince Wright is entitled to travel in a first class compartment?

(2) what action has been taken by the E. B. Railway authorities in the matter of the merchant's complaints referred to in part (b)?

**Mr. G. G. Sim:** Government have no information. A copy of the question and answer has been sent to the Agent of the Eastern Bengal Railway.

RECRUITMENT OF EUROPEANS OR ANGLO-INDIANS AS "A" CLASS GUARDS  
ON THE EASTERN BENGAL RAILWAY.

790. **\*Mr. Amar Nath Dutt:** (a) Will the Government be pleased to state if any Europeans or Anglo-Indians have been recruited from outside in the list of E. B. Railway guards, during the years 1923 and 1924, on the maximum pay of "A" Class Guards?

(b) If so, whether such recruitment from outside has affected the interests and prospects of the passed and qualified guards already in the service in the same class?

(c) If the answer to (b) is in the affirmative, what steps have the Government taken or propose to take to safeguard the interests of such guards?

**Mr. G. G. Sim:** Government have no information. The filling of posts of the class referred to, either by promotion or outside recruitment, is a matter which must be left to the discretion of the Agent.

GRANTS TO RECREATION CLUBS FROM THE FINE FUND ON THE EASTERN  
BENGAL RAILWAY.

791. **\*Mr. Amar Nath Dutt:** Will the Government be pleased to inform the House as to:

- (a) what amounts were granted out of the Fine Fund in the E. B. Railway, to the recreation clubs for European and Anglo-Indian employees in the years 1922-23 and 1923-24?
- (b) what amounts were granted out of the same Fund to the Indian employees in the same years?

**Mr. G. G. Sim:** The amounts granted on the Eastern Bengal Railway to the recreation clubs of European and Anglo-Indian employees were Rs. 6,570 in 1922-23 and Rs. 7,361 in 1923-24, and to similar clubs of Indian employees the amounts were Rs. 3,605 in 1922-23 and Rs. 4,300 in 1923-24.

RETRENCHMENT OF EUROPEANS, ANGLO-INDIANS AND INDIANS ON THE  
EASTERN BENGAL RAILWAY.

792. **\*Mr. Amar Nath Dutt:** Will the Government be pleased to state separately as to how many European, Anglo-Indian and Indian employees of the Eastern Bengal Railway, have been discharged from service of the said Railway under retrenchment during the years 1922, 1923 and 1924, respectively, and what amounts under the three different heads have been saved in these years?

**Mr. G. G. Sim:** I would refer the Honourable Member to the reply to a somewhat similar question No. 2087 asked by him on the 17th September 1924.

PROVISION OF FREE QUARTERS FOR GOODS CLERKS AND TALLY CLERKS  
EMPLOYED AT ROAD-SIDE STATIONS ON THE EASTERN BENGAL RAILWAY.

793. **\*Mr. Amar Nath Dutt:** (a) Is it a fact that the goods clerks and tally clerks of road-side stations on the Eastern Bengal Railway, have to work from 6 hours to 18 hours daily including Sundays, and gazetted holidays, and that they are not provided with free railway quarters?

(b) If the answer to (a) be in the affirmative, why should not these employees be provided with free quarters, like the other employees of the road-side stations on the same Railway?

**Mr. G. G. Sim:** (a) The reply to the first part of the question is in the negative and that to the latter part in the affirmative.

(b) This concession is ordinarily allowed only to such staff as are liable to be called upon at any time without notice to attend to the business of the railway and are consequently required to live on railway premises.

WORKING HOURS OF STATION MASTERS AND ASSISTANT STATION MASTERS.

794. **\*Mr. Amar Nath Dutt:** (a) Is it a fact that the train passing staff such as station masters and assistant station masters have to work 84 hours a week, i.e., 12 hours daily including Sundays, and gazetted holidays?

(b) If so, will the Government be pleased to state whether they are paid any extra pay or allowance for such extra work?

(c) If not, why not?

**Mr. G. G. Sim:** The Honourable Member does not mention any particular line or station. He is, however, referred to the reply given to Mr. Lohokare to a similar question on 4th June 1924.

PROVISION OF SUITABLE OFFICE BUILDINGS FOR GOODS CLERKS AT CERTAIN STATIONS ON THE EASTERN BENGAL RAILWAY.

795. **\*Mr. Amar Nath Dutt:** (a) Is it a fact that the goods clerks in certain stations such as Saidpur, Parbatipur, Santahar, Naraingunge, Domar, Mahimagunge, Cooch-Bihar, Dhubri, etc., on the Eastern Bengal Railway, have to work in sheds which are built of corrugated iron throughout are partly used as godowns?

(b) If so, are the Government prepared to take necessary steps for providing them with separate sanitary office buildings?

(c) If not, why not?

**Mr. G. G. Sim:** Government have no information on the subject. A copy of the question and answer will be sent to the Agent.

POSTING OF ADDITIONAL TRAIN PASSING STAFF ON THE B. S. B. SECTION OF THE EASTERN BENGAL RAILWAY.

796. **\*Mr. Amar Nath Dutt:** (a) Are the Government aware that the E. B. Railway Administration has not posted additional train passing staff on the B. S. B. section in spite of a special sanction for the same, on account of abnormal extra running of trains in that section?

(b) If not, why not?

**Mr. G. G. Sim:** Government have no information and do not propose to inquire, as matters of this sort are left to the discretion of the Agent.

APPOINTMENT OF INDIANS TO THE HIGHER GRADES OF STATION MASTERS AND ASSISTANT STATION MASTERS ON THE EASTERN BENGAL RAILWAY.

797. **\*Mr. Amar Nath Dutt:** (a) With reference to Government reply to question No. 527, asked on the 21st March, 1921, will the Government be pleased to state as to whether any Indian station masters and assistant station masters have up to date been promoted to the higher grades?

(b) If so, how many and where have they been posted?

**Mr. G. G. Sim:** Government have no information. I will inquire and let the Honourable Member know.

CASE OF LACHMAN PERSHAD, LATE SUB-STORE-KEEPER, P. W. D.,  
BARAKHAMBA, DELHI.

798. \***Lala Duni Chand:** (a) Is it a fact that one Lachman Pershad, late sub-store-keeper, P. W. D., Barakhamba, Delhi, was discharged from service from 1st January 1923?

(b) Is it true that the same Lachman Pershad has had to his credit overseas service in Mesopotamia, during the great war?

(c) Is it a fact that he had declined when required by the store-keeper to verify the receipt of full quantity of goods which were really short by 20 cwts. as compared with the quantity given in the bill and this exasperated the store-keeper and the Store and Traffic Officer with the ultimate result that his services were dispensed with?

(d) Is it also a fact that since his discharge the said Lachman Pershad has been and even before that had been persistently asking the higher authorities to inquire into his allegations which would among other things prove the embezzlement of Rs. 62,000 of Government money?

(e) Are the Government prepared to order an independent inquiry into the allegations of the said Lachman Pershad and after that reconsider his case?

**The Honourable Sir Bhupendra Nath Mitra:** (a) Yes, Lachman Pershad who was a temporary sub-store-keeper was discharged on the 1st January 1923.

(b) It was reported at the time of his appointment that the man had worked for a year as a Store Keeper in the Electrical and Mechanical Section, Basra.

(c) In August 1920 Lachman Pershad reported that certain bills were being passed for payment although the articles had not been received in full. On investigation it was found that he had been given a bill to check which was incorrect. There was, however, no loss to Government and suitable disciplinary action was taken against the persons concerned. It is not true that the services of Lachman Pershad were dispensed with as a result of his report. He was discharged nearly 2½ years later for breach of discipline.

(d) Allegations were made by Lachman Pershad both before and after he left the service. They were inquired into and were found baseless.

(e) The answer is in the negative.

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

799. \***Kumar Ganganand Sinha:** (a) With reference to the reply given to question No. 1587 on the 3rd September 1924 regarding the addition of the Members of the Legislative Assembly and the Council of State to the Governing Body of the Lady Hardinge Medical College and Hospital will the Government be pleased to state the names of persons so added?

(b) Whether they were elected or nominated and in either case by whom?

(c) If no Member of the Indian Legislature has yet been added, will the Government be pleased to state reasons for the same?

**Mr. J. W. Bhore:** (a) and (c). The Governing Body have proposed the addition to their numbers of two Members of the Legislative Assembly and one Member of the Council of State to be nominated from panels elected by each House. Owing to pressure of legislative business it was not found possible to arrange for the election last September, but Government propose to take steps to that end during the present session.

(b) Does not arise.

GRANT TO THE LADY HARDINGE MEDICAL COLLEGE, DELHI.

800. **\*Kumar Ganganand Sinha:** Will the Government be pleased to state what action they have taken to ensure that the grant of rupees 2 lakhs made by the Assembly every year is properly spent by the Governing Body of the institution and what share, if any, has the Legislature, in the management of the funds?

**Mr. J. W. Bhore:** The present grant of Rs. 2 lakhs is given without any condition and Government have no reason to think that the present Governing Body does not exercise proper control over the expenditure of the College funds. So far as the Legislature is concerned, I have already told the Honourable Member that it will now have its representatives on the Governing Body who will share in that control.

AUDIT AND INSPECTION NOTES REGARDING THE LADY HARDINGE MEDICAL COLLEGE, DELHI.

801. **\*Kumar Ganganand Sinha:** (a) Are the Government aware of the fact that the audit inspection note concerning the Lady Hardinge Medical College laid on the table is very unfavourable so far as it relates to the stock and equipment?

(b) If so, what action are the Government going to take to ensure the proper application of its own contribution to the College?

(c) Will the Government be pleased to lay on table the latest audit and inspection notes and objections regarding the College?

**Mr. J. W. Bhore:** (a) No

(b) Does not arise.

(c) The audit and inspection note for the period October 1923 to September 1924 has not yet been received.

QUINQUENNIAL REPORTS OF THE LADY HARDINGE MEDICAL COLLEGE, DELHI.

802. **\*Kumar Ganganand Sinha:** (a) Is it a fact that the Lady Hardinge Medical College and Hospital issues no annual report of any kind?

(b) Is it a fact that it has been decided to publish a quinquennial report?

(c) If the answer to (b) is in the affirmative, will the Government be pleased to say if it is out? if not, why; and when the report is likely to be out?

**Mr. J. W. Bhore:** (a) The Honourable Member is referred to the reply given to his question No. 1029 on the 24th March 1924.

(b) Yes. So far two quinquennial reports have been published.

(c) A copy of the last quinquennial report has been placed in the Library of the Assembly.

## THE CHINA BAKIR LIGHTHOUSE.

803. \***Mr. M. O. Naidu:** (a) Will the Government be pleased to state what has been done with the light, when the China Bakir Lighthouse near the mouth of the Rangoon river, was dismantled?

(b) Will the Government be pleased to state whether it is true that an old-fashioned light vessel has been placed 8 miles from the land, and are the Government aware that during the monsoon, ships are not able to see the light and have therefore got to anchor where they are?

(c) Will the Government be pleased to state whether it is a fact that during the North East monsoon, this light vessel is removed and replaced by a Noah's Ark with a very old-fashioned fixed light? \*

(d) Are the Government prepared to consider the question of installing on each bank a lighthouse of the latest pattern? ,

(e) Are the Government prepared also to consider the desirability of installing a sound signal on a light vessel which will be of great use during fog and heavy rains?

**The Honourable Sir Charles Innes:** It is understood that the plant and machinery of the dismantled lighthouse are being stored till it is seen whether they can be usefully employed elsewhere.

Government are aware that the existing temporary arrangements for the exhibition of a light near the site of the China Bakir Lighthouse are not regarded by the shipping community as satisfactory. On the recommendations of the Local Government a new permanent light vessel fitted with a stronger light has already been ordered and every effort is being made to have it in position off China Bakir by the next monsoon. It was not found possible to take this step earlier owing to the financial stringency prevailing.

The proper lighting of the entrance to the Rangoon river has been carefully examined by the local authorities, but so far as the Government of India are aware no representation has as yet been made that a sound signal should also be attached to this light vessel. \*

## APPOINTMENT OF A MANURES COMMITTEE.

804. \***Mr. K. Venkataramana Reddi:** Will Government be pleased to state whether they are aware of the recommendation of the Board of Agriculture contained in the proceedings of its meetings in 1922 and 1924 that the Government of India should be requested to appoint a Committee to investigate the economic position of indigenous fertilizers and formulate a definite constructive policy to ensure their use for the benefit of the Indian ryot? What action have Government taken or propose to give effect to the above recommendation?

**Mr. J. W. Bhore:** Yes, the appointment of a Manures Committee will be considered when certain other projects for agricultural development which are considered of prior importance have been provided for.

## TREATMENT OF INDIANS IN SOUTH AFRICA.

805. \***Mr. K. Venkataramana Reddi:** (a) Are Government aware that methods of propaganda are being adopted to speed up the scheme of repatriation by the Agents of the South African Government?

(b) Has Government's attention been drawn to the proceedings of the Conference of white farmers in the Union reported in an issue of the *Indian Opinion* received during mail week (November 20th, 1924) suggesting the following methods to carry out the drastic policy of repatriation :

- (1) Cancellation of licenses,
- (2) Segregation,
- (3) Disallowing Asiatics to purchase land,
- (4) that those owning property should retain it for their life-time and the State should take the same over at a valuation and the property to be sold to a European?

(c) Are Government further aware that the Conference also passed the following Resolution :

" That their Congress presses for legislation in the case of Asiatics and Natives carrying on a business under a company or assumed name, that shall make it compulsory for all such persons to display in a clear manner on all note papers, advertisements, etc., the proprietor's name, in order that it may be clearly seen that the business is a native one."

(d) What action, if any, do Government propose to take in the matter?

**Mr. J. W. Bhore:** (a) Government have no further information than what has appeared in the press, but the matter is under investigation.

(b) and (c). The answer is in the affirmative.

(d) The Honourable Member's attention is invited to the answer given by His Excellency the Viceroy to an influential deputation which waited on him to make representations regarding the Indian position in South Africa. A copy of the reply has been placed in the Library.

#### RECRUITMENT OF ACCOUNTANTS IN ENGLAND.

806. **\*Mr. K. Venkataramana Reddi:** (a) Will Government be pleased to state whether its attention has been drawn to an advertisement in the columns of the *Accountant*, a weekly published in London, which runs as follows: " The Secretary of State for India invites applications for appointments for a period of five years for the purpose of setting up and auditing the accounts of Government institutions in India run on a commercial basis."

(b) Have the Government of India been consulted with regard to the necessity of recruiting candidates in England for the proposed appointments?

(c) Was any attempt made to find Indians for the posts before candidates were advertised for in Britain and did the Government suggest this to the Secretary of State?

(d) How many appointments have so far been made in this direction? What is their scale of pay?

**The Honourable Sir Basil Blckett:** (a), (b) and (c). The Secretary of State acted at the instance of the Government of India, who were guided by the advice of the Auditor General. The latter stated:

" It is now undoubtedly the desire of Indians to have Indians trained for special work rather than to obtain European experts from England and I am in full sympathy with them. The training of a Chartered Accountant however requires a period of 5 years' articles with a firm of Chartered Accountants and it will not be practicable to depute a number of junior Indian Officers to serve apprenticeship in England as the cost therefor will be prohibitive. I therefore require an expert who will train in India selected members of the Indian Audit and Accounts Service."

It will be seen that the specific purpose of the action taken is to train Indians for the work required.

(d) One appointment has been made on a fixed pay of Rs. 2,000 per mensem.

#### NAVAL BASE AT SINGAPORE.

807. \***Mr. K. Venkataramana Reddi:** Are Government aware that His Majesty's present Government has decided to construct a naval base at Singapore? Will Government be pleased to state what, if any is the financial burden that India may be called upon to bear in this respect?

**Mr. E. Burdon:** The attention of the Honourable Member is invited to the reply given on the 28th January to starred question No. 482.

#### NAVAL ARMAMENTS IN THE MEDITERRANEAN, EAST INDIES AND HONG KONG.

808. \***Mr. K. Venkataramana Reddi:** Are Government aware of the fact that sweeping changes are proposed to be introduced in the Naval Armaments in the Mediterranean, East Indies and Hong Kong? How are the Government of India affected financially in this proposal?

**Mr. E. Burdon:** The Government of India have received no official communication on the subject and are not affected financially.

#### COLOUR BAR IN SOUTH AFRICA.

809. \***Mr. K. Venkataramana Reddi:** (a) Has Government's attention been drawn to the following telegram from Cape Town dated 23rd January 1925 published in the *Pioneer* in its issue dated 25th January 1925 at page 4 under the title: "The Colour Bar in South Africa":

"The Government is introducing a Bill to amend the Mines and Works Act to legalise the colour bar by refusing certificates of proficiency in any occupation to Natives or Asiatics in specified Provinces, etc."

(b) Will Government be pleased to state whether Indians in the Colony would be adversely affected by the proposed legislation? If so, do Government propose to take immediate and effective measures to protect Indian interests in South Africa?

**Mr. J. W. Bhore:** (a) The reply is in the affirmative.

(b) The Honourable Member may rest assured that Government will watch the situation carefully and take such action as circumstances may require.

#### MEMORIAL FROM OFFICERS OF THE MADRAS PROVINCIAL POLICE SERVICE.

810. \***Haji S. A. K. Jeelani:** (a) Will the Government of India be pleased to state if they have received advance copies of the appeal submitted by the officers of the Madras Provincial Police Service against the orders of the Madras Government depriving them of two of the listed posts of Superintendents of Police?

(b) Have they requested for telegraphic orders to the Government of Madras to stop the final orders and the notification in the Gazette regarding the confirmation of Imperial Officers in the two posts reserved for the Provincial Police?

(c) Have the Government of India issued necessary orders on the subject?

(d) Do the Government of India propose to call for all the records of the controversy regarding this subject and to dispose of the appeal on its merits?

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

(c) and (d). The Government of India will consider the matter when the representation reaches them through the Local Government.

#### DISTRICT SUPERINTENDENTSHIPS LISTED FOR THE PROVINCIAL POLICE SERVICE.

811. **\*Haji S. A. K. Jeelani:** Will the Government of India be pleased to state when they propose to issue orders on the question of the number of District Superintendentships to be listed for the Provincial Police Service on the strength of the recommendations of the Lee Commission?

**The Honourable Sir Alexander Muddiman:** The question is under consideration and orders will be issued as soon as a decision has been arrived at.

#### RESERVING OF POSTS OF SUPERINTENDENTS FOR MEMBERS OF THE PROVINCIAL POLICE SERVICE.

812. **\*Haji S. A. K. Jeelani:** Do the Government of India propose to take into consideration request 3 in the summary of requests in the appeal sent by the Madras Provincial Police officers to facilitate orders on the Lee Commission being given effect to?

**The Honourable Sir Alexander Muddiman:** I would refer the Honourable Member to the reply just given to him with reference to parts (c) and (d) of his former question regarding this representation.

#### ISSUE OF RETURN TICKETS BY THE EAST INDIAN RAILWAY.

813. **\*Maulvi Muhammad Yakub:** (a) Are the Government aware that the East Indian Railway does not issue return tickets like the Oudh and Rohilkhand Railway?

(b) Now that the East Indian Railway is under the direct management of the Government of India, and is administered with the Oudh and Rohilkhand Railway, do the Government propose to direct that return tickets be also issued by the East Indian Railway?

**Mr. G. G. Sim:** The matter is within the competence of the Railway Administration and Government do not propose to issue any orders. A copy of the question and answer will, however, be sent to the Agent.

## EMPLOYMENT OF INDIANS IN BURMA.

814. \***Mr. E. G. Fleming:** 1. Will the Government be pleased to state whether the views of the Government of Burma, as expressed in paragraph 8 of the letter No. 404-A.—24, dated Rangoon, the 30th July, 1924, from the Secretary to the Government of Burma, Home and Political Department, to the Secretary to the Government of India, Home Department, relative to the non-allotment of Indians, successful in competitive examinations for the All-India Services, in London, to Burma and the non-allotment of Burmans, similarly successful, to India, have been specially pointed out to the Secretary of State for India?

2. If the reply to question No. (1) be in the affirmative, will the Government be pleased to state, whether they are now prepared to direct the special attention of the Secretary of State, to the views of the Government of Burma, as detailed above?

**The Honourable Sir Alexander Muddiman:** The matter is still a subject of correspondence with the Local Government and no reference to the Secretary of State has as yet been made.

## EXPORT OF WHEAT.

815. \***Lala Duni Chand:** 1. (a) Has it come to the notice of Government that large purchases of wheat are being made by foreign companies for being exported to foreign countries?

(b) Has it also come to the notice of Government, that even standing crops of wheat are being purchased by means of forward contracts at unusually high rates?

2. If the reply to question No. (1) be in the affirmative, will the Government be pleased to place some restrictions on the export of wheat to foreign countries?

**Mr. J. W. Bhore:** 1. The Government have no information on the subject, but will obtain it and inform the Honourable Member.

2. In view of the above the question does not arise.

## COMPULSORY RETURN TICKETS FOR PILGRIMS TO THE HEDJAZ.

816. \***Maulvi Mohammad Shafee:** (a) Will the Government be pleased to state whether it is a fact that the Government of India proposed the desirability of introducing the system of compulsory return tickets for the voyage between India and the Hedjaz in their letter dated the 27th of November 1905 to the Local Governments?

(b) Is it a fact that the opinions of the leading Musalmans and Associations obtained by Local Governments showed that the majority of the community were opposed to the proposal?

(c) Is it a fact that in consequence of the opposition, the Government of India conveyed in their letter to Local Governments No. 733-742, dated 18th May 1907, their decision to abandon the proposal?

(d) Is it not a fact that in a further reference from the Government of India in their letter dated 18th August 1910, the Bombay Government-

replied by letter dated 15th March 1912 that the Haj Committee of Bombay were of opinion that the system of compulsory return tickets could not be effectively introduced without fixing the fares for passage to and from Jeddah?

(e) Is it not a fact that the Government of India was again moved to write to the Government of Bombay on 5th August 1912 requesting that the further consideration of the question be expedited and that the Government of India may be informed what immediate measures could suitably be taken for the purpose of mitigating the evils complained of other than reminding intending pilgrims of the extreme desirability of either securing return tickets or depositing money sufficient to cover the cost of the return journey on their way to the Holy Places?

**Mr. J. W. Bhore:** (a), (b), (c), (d) and (e). Yes.

#### PILGRIM TRAFFIC TO THE HEDJAZ.

817. **\*Maulvi Mohammad Shafee:** (a) Is it not a fact that the Bombay Government reported to the Government of India on the 28th December 1912 that "there was a possibility of a well-known firm of good standing entering for this pilgrim traffic after buying up or otherwise ousting the two companies which at present absorb about the greater part of this traffic"?

(b) Is it not a fact that by the "well-known firm of good standing" in the above communication, the Bombay Government meant Messrs. Turner, Morrison and Company who were about to buy the Persian Mussalman's ships running under the name of the Bombay and Persia Steam Navigation Company and another called the Arab Steam Navigation Company?

**Mr. J. W. Bhore:** (a) and (b). The answer to the first part of the question is in the affirmative. As regards the second part, one of the companies, whose interests Messrs. Turner Morrison & Co., intended to acquire, was the Bombay and Persia Steam Navigation Company. The Government of India have no information as to which the other Company was.

#### HAJ PILGRIMS.

818. **\*Maulvi Mohammad Shafee:** Will the Government be pleased to furnish the figures under the following heads for each of the years from 1913 to 1924 in regard to the Haj pilgrimage?

- (a) The number of pilgrims who left for the Hedjaz from the different parts of India.
- (b) The number of pilgrims who returned to India.
- (c) The number of pilgrims who were stranded at Jeddah.
- (d) The number of pilgrims who were repatriated.
- (e) The amount of money spent by the Government on repatriation.
- (f) The amount if any subscribed by the people for the purpose.

**Mr. J. W. Bhore:** A statement giving such information as is available is laid on the table.

## Statement.

Year.	Number of outgoing pilgrims.	Number of returning pilgrims.	Number of pilgrims stranded at Jeddah.	Number of pilgrims repatriated.	Amount spent by Govt. on repatriation.	Assistance given by the shipping companies and other bodies towards repatriation.	REMARKS.
1912-13	15,555	12,725	No definite information available.	1,227	Rs. 17,000	The Bombay Haj Committee provided Rs. 3,000. The shipping companies repatriated 500 pilgrims free of charge. The cost of the repatriation of 227 pilgrims was met from local funds and private subscriptions, etc., collected in Jeddah.	The sum of Rs. 20,000 paid by the Government of India and the Bombay Haj Committee was for the repatriation of 500 pilgrims.
1913-14	15,186	13,499	No information available.	600	..	The shipping companies repatriated 600 pilgrims free of charge. They also carried some pilgrims at the reduced rate of Rs. 10 per pilgrim.	....
1914-15	13,336	14,069	..	..	..	..	Owing to the outbreak of the war the Government of India made special arrangements for the return journey of the pilgrims.
1915-16	2,419	4,570	No information available.	No information available.	..	H. E. H. the Nizam contributed Rs. 10,000 for indigent pilgrims. 1,200 destitute pilgrims were helped by the Muhammadans of Bombay to return to their homes from Bombay.	Pilgrims were warned against abnormal conditions in the Hedjaz. Messrs. Turner Morrison and Co. issued only return tickets owing to the peculiar conditions created by the war.
1916-17	2,296	5,307	Do.	610	886	Rs. 5,774 was spent from the Indigent Pilgrims Fund, Bombay.	Efforts were made to warn intending pilgrims from proceeding to the Hedjaz in view of the war.

1917-18	1,320	1,612	Do.	123	885	Rs. 1,462 was spent from the Indigent Pilgrims Fund, Bombay.	The pilgrimage was restricted on account of the war.
1918-19	1,327	1,400	Do.	89	818	Rs. 876 was spent from the Indigent Pilgrims Fund, Bombay.	The pilgrimage was restricted on account of the war.
1919-21	12,121	11,887	Do.	Please see Column 8.	..	No information available	The Government of India made special arrangements at considerable expense to induce shipping companies to issue return tickets at pre-war rates. Single tickets were issued only to such pilgrims as did not intend to return to India.
1920-31	22,069	20,277	Do.	Exact number is not known.	..	No information available	The Government of India again made special arrangements as in the preceding year; but some shipping companies, who agreed to issue return tickets, issued a limited number of single tickets.
1921-22	10,854	10,474	Do.	500	40,000	..	..
1922-23	12,849	11,410	1,106	1,106	..	The Central Haj Committee spent over Rs. 30,000. The shipping companies also repatriated a few destitutes.	..
1923-24	24,459	21,724	2,765	2,765	35,390	1,049 of the destitutes were repatriated free of charge by the shipping companies. The Central Haj Committee also contributed Rs. 2,600.	..
1924-25	18,060	18,758	160	160	5,120	.....	The shipping companies introduced a system of deposits to meet the cost of the return voyage.

## NET SURPLUS IN THE INCOME OF THE POST OFFICE.

819. \***Khan Bahadur Sarfaraz Hussain Khan:** (a) Is it a fact that there has been a net surplus in the Post Office income in the year 1923-24, excluding the incomes derived from the Telegraph branch?

(b) If so, will Government please state the amount?

## SEPARATION OF THE ACCOUNTS OF THE POSTS AND TELEGRAPH DEPARTMENTS.

820. \***Khan Bahadur Sarfaraz Hussain Khan:** (a) Have the Government separated the accounts of the Post and the Telegraph branches?

(b) If not, will they please state when they are going to do it?

## BRANCHES OF THE POSTAL DEPARTMENT RUN AT A LOSS.

821. \***Khan Bahadur Sarfaraz Hussain Khan:** (a) Is it a fact that one of the two branches of the Postal Department is being run at a loss?

(b) If so, will the Government be pleased to state the branch which is being so run?

**The Honourable Sir Bhupendra Nath Mitra:** With your permission, Sir, I propose to answer questions Nos. 819, 820 and 821 together.

I would refer the Honourable Member to the answer given by me on the 3rd instant to Raja Raghunandan Prasad Singh's starred question No. 705.

## FURTHER RETRENCHMENT IN THE POSTAL DEPARTMENT.

822. \***Khan Bahadur Sarfaraz Hussain Khan:** (a) Is it a fact that a sum of Rs. 1,77,87,000 has been reduced in the Postal Department as the result of the recommendations of the Incheape Committee?

(b) Will the Government be pleased to state whether a fresh Retrenchment Committee called the Ryan Committee has been appointed to make further retrenchment in that Department?

**The Honourable Sir Bhupendra Nath Mitra:** I would refer the Honourable Member to the answer given by me on the 3rd instant to Raja Raghunandan Prasad Singh's starred question No. 706.

## CREATION OF NEW APPOINTMENTS IN THE POSTAL DEPARTMENT.

823. \***Khan Bahadur Sarfaraz Hussain Khan:** (a) Is it a fact that new posts of officers carrying salaries of Rs. 500 and above have been created in the Postal Department since the recommendations of the Retrenchment Committee were made?

(b) If so, will the Government be pleased to state the number of such posts created?

**Sir Geoffrey Clarke:** (a) The reply is in the negative.

(b) Does not arise.

## RETRENCHMENTS IN THE TELEGRAPH DEPARTMENT.

824. \***Khan Bahadur Sarfaraz Hussain Khan:** (a) Is it a fact that the Incheape Committee recommended reduction of expenditure in the Telegraph branch?

(b) If so, will the Government please state whether those recommendations have been given effect to?

(c) If the answer to part (b) be in the affirmative, will they please state the amount so retrenched?

**The Honourable Sir Bhupendra Nath Mitra:** The Honourable Member is referred to my reply to starred question No. 706 asked by Raja Raghunandan Prasad Singh on the 3rd February 1925.

GUARDING OF POST OFFICE AT NIGHT BY POSTMEN.

825. **\*Khan Bahadur Sarfaraz Hussain Khan:** (a) Is it a fact that an assurance was given by the Director General of Posts and Telegraphs that the postmen and menials not provided with free quarters, will not be required to guard the post offices at night after their day duties?

(b) If the answer to the above be in the affirmative, will the Government be pleased to state whether effect has been given to that assurance?

**The Honourable Sir Bhupendra Nath Mitra:** The Honourable Member's attention is invited to the reply given by me on the 3rd February, 1925, to Raja Raghunandan Prasad Singh's starred question No. 711.

PROVISION OF SPECIAL TRAINS FOR THEIR ROYAL HIGHNESSES PRINCE AND PRINCESS ARTHUR OF CONNAUGHT.

826. **\*Mr. T. O. Goswami:** Is it a fact that Prince and Princess Arthur of Connaught, who are now on a visit to India, travel by special trains which are provided for them at the expense of the State, even though they are not State guests? If so, why?

**Mr. Denys Bray:** At the suggestion of Government the Railways concerned are making no charge for haulage as an act of courtesy towards members of the Royal Family.

PROVISION OF SALOONS FOR RAILWAY OFFICIALS.

827. **\*Mr. T. O. Goswami:** Is it a fact that railway officials down to Traffic Inspectors are given saloons to travel in, and that this means a very considerable amount of expenditure?

**Mr. G. G. Sim:** Railway officials are given saloons or reserved carriages to travel in for the efficient execution of their duties. It is essential that officers and upper subordinates of Railways, who have to travel about continually in the discharge of their duties, must be provided with suitable accommodation on such journeys, if they are to discharge these duties effectively and without damage to their health. There are two methods of providing such accommodation; reserved saloons or carriages and, secondly, a large number of rest-houses at frequent intervals throughout the Railway. If expenditure on the first method is reduced or entirely eliminated, a corresponding amount of expenditure will have to be incurred on the provision of rest-houses under the second method, and is left to Railway Administrations to decide which is the most efficient or economical method to be adopted in the special circumstances of each railway.

## UGANDA TOWNSHIP RULES.

**Sir Purshotamdas Thakurdas:** Sir, I have given private notice of the following question to my Honourable friend, Mr. Bhore, who has agreed to answer the same to-day.

(a) Are Government aware that the Government in Uganda have come to a decision regarding the subject matter of my starred question No. 546 this session with regard to Township Rules lately notified in the Uganda Official Gazette entailing restrictions on Indians (excepting domestic servants) being eligible to reside or trade in prescribed areas without the sanction of the Governor in writing?

(b) If the reply to the above be in the affirmative, will Government be pleased to say when they expect to make a definite statement in this connection?

**Mr. J. W. Bhore:** (a) The reply is in the affirmative.

(b) I am glad to be able to inform the Honourable Member that the rule to which he refers has been repealed by the Uganda Government and all notices issued under it cancelled.

**Sir Purshotamdas Thakurdas:** I am much obliged to the Honourable Member.

## UNSTARRED QUESTIONS AND ANSWERS.

## IMPORTS OF A SUBSTITUTE FOR GHEE.

81. **Baboo Runglal Jajodia:** (a) Are the Government aware of the fact that certain traders are importing a vegetable product and are selling the same as a substitute for ghee?

(b) Will the Government please state under what class the same is classified, the duty that is levied on it, the total quantity imported up to date and the total amount of revenue derived therefrom?

(c) Will the Government state what steps they propose to take for restricting the sale of the same in the market?

**The Honourable Sir Charles Innes:** (a) Yes.

(b) It is assessed to duty under item 69 of the Statutory Tariff Schedule, namely:

“ Provisions and Oilman's stores, and Groceries, all sorts, excluding vinegar in casks ”.

The Government have no exact information regarding quantities and revenue realised, as imports of the article are not separately reported.

(c) None.

## INDIA'S LIABILITY IN RESPECT OF INTEREST ON RAILWAY CAPITAL AT CHARGE, ETC.

82. **Baboo Runglal Jajodia:** Will the Government of India be pleased to lay on the table a statement showing India's present liability as regards

(a) interest on capital charge,

(b) railway materials purchased during the year.

(c) the amount of capital, (i) amount already repaid, (ii) balance to pay,

- (d) capital contributed to Indian States and Railway Companies and interest thereon,  
 (e) miscellaneous railway expenditure?

**Mr. G. G. Sim:** The information asked for by the Honourable Member will be found recorded in paragraph 82, the statement appended to paragraph 38 and paragraphs 45 and 73 of Volume I of the Report by the Railway Board on Indian Railways for 1923-24. It is presumed that in item (a) the Honourable Member has in mind the interest on railway capital at charge and that in item (d) capital contributed by Indian States and Railway Companies is meant.

#### MILEAGE OF RAILWAYS.

**83. Baboo Runglal Jajodia:** Will the Government be pleased to lay on the table statements showing the mileage of railways run in India under broad gauge, metre gauge and narrow gauge lines with figures for maintenance, stores purchase, cost of supervision, demonstrating them under each head?

**Mr. G. G. Sim:** All the available figures on the subject referred to by the Honourable Member will be found in statements V and VII of the financial and statistical summaries, statement 31 of the financial and statistical statements and Appendix A of Vol. II of the Report by the Railway Board on Indian Railways, copies of which are available in the Library.

#### REDUCTION OF RAILWAY FREIGHTS.

**84. Baboo Runglal Jajodia:** (a) Will the Government be pleased to lay on the table the figures showing earnings of the last few years of the Government railways since the freight rates have been increased?

(b) Will the Government please show the expenses for these years incurred in the cost of maintenance and supervision, showing the percentage of decrease or increase under each head and show how they compare with figures for the year preceding the enhancement of the said rates and freights?

(c) Are the Government prepared to consider the desirability of bringing down the freights to their pre-war level?

**Mr. G. G. Sim:** (a) and (b). The information will be found in the Annual Reports (copies of which are in the Library) on Indian Railways for the years 1921-22, 1922-23 and 1923-24.

(c) The desirability of reducing freights when this is practicable is constantly receiving the attention of Government and the Railways. It is not possible at present to reduce them to pre-war level.

#### REPORT REGARDING OUTRAGE ON AN INDIAN WOMAN IN THE FEDERATED MALAY STATES.

**85. Baboo Runglal Jajodia:** (a) Will the Government please read before this House the report they promised to obtain from their Agent in the Malay States on the subject of 'Outrage on an Indian woman' in reply to Mr. Jannadas Mehta's question No. 1649?

(b) Will the Government state what special steps have been taken by the Agent, at the instance of the Government of India to prevent the recurrence of such outrages?

**Mr. J. W. Shore:** (a) and (b). A copy of the report in question and of certain other relevant papers which indicate the steps taken in the matter have already been placed in the Library of the House.

#### RETRENCHMENTS IN GOVERNMENT OF INDIA DEPARTMENTS.

86. **Baboo Runglal Jajodia:** (a) Will the Government please lay on the table statements showing the extent of retrenchments effected in the various departments of the Central Government since the Inchcape Report was published, (i) by Indianisation of services, (ii) by reduction of substantive posts held by Indians, Anglo-Indians and Europeans?

(b) Will the Government please lay similar figures for the various All-India (Imperial) Services?

(c) To what extent have retrenchments thus effected been covered by revisions of pay, promotions and extra allowances of the employees in (a) and (b) above?

**The Honourable Sir Basil Blackett:** I am not sure that I clearly understand the purpose of the question. Full statements have been laid on the table of the House from time to time showing the progress of retrenchment since the report of the Inchcape Committee was received; and I regret that I cannot usefully add to them.

#### TRAINING OF INDIAN APPRENTICES AT JAMALPUR AND KANCHRAPARA.

87. **Baboo Runglal Jajodia:** Will the Government be pleased to state (a) how many Indian apprentices were trained, and the class (grade) in which trained, for railway service at the Jamalpur and Kanchrapara workshops, respectively, during the last three years?

(b) how many of them have completed their course and what provision has been made for them?

**Mr. G. G. Sim:** (a) and (b). The information on the subject in possession of Government is as follows:

In the Jamalpur shops the numbers under training are not known, but the following number of apprentices completed their course:

Special grade . . . . .	13
First grade . . . . .	6
Third grade . . . . .	408

of these, 5, 2 and 407, respectively, were given employment. At Kanchrapara the number who (a) were under training, (b) completed their course, and (c) were appointed, are as follows:

Class I . . . . .	{ (a) 149 (b) 14 (c) 7
Class II . . . . .	{ (a) 211 (b) 8 (c) 1
Class III . . . . .	{ (a) 574 (b) 49 (c) 31

Appointments are dependent on vacancies and the regulations clearly lay down that no guarantee of appointment is given.

CLASSIFICATION OF EMPLOYEES DOING CLERICAL WORK AT KANCHRAPARA AND HALISAHAR AS *KHALASIS*.

88. **Baboo Runglal Jajodia:** (a) Is it a fact that in the Stores offices at Kanchrapara and Halisahar a number of employees required to do clerical work were maintained on the roll-book of *khalasis*?

(b) If the answer be in the affirmative, do the Government propose to issue instructions for the discontinuance of such practices in the future?

**Mr. G. G. Sim:** (a) and (b). Government have no information and do not propose to call for it.

MILITARY SLAUGHTER HOUSES.

89. **Baboo Runglal Jajodia:** (a) Will the Government be pleased to state whether any statistics are kept at the military slaughter houses of the number of cattle slaughtered?

(b) If the answer be in the negative, are the Government prepared to issue orders for the maintenance of such statistics?

(c) If the answer be in the affirmative, will the Government state the number of bovine cattle slaughtered in 1922, 1923 and 1924 under separate classification namely, (a) bullocks and bulls, (b) cows, (c) buffaloes, (d) calves and the approximate number slaughtered every year? What proportion does it hold to the total number of consumers?

(d) Are the hides and calf-skins thus obtained the property of the Government? If so, what was the sum thus realised in 1922, 1923, 1924.

(e) Are there other sources of supply than the military butcheries? If so, what is the number of such butcheries and what quantity of beef is supplied by them?

(f) What is the total amount spent by Government every year for the maintenance of these military butcheries and what proportion does each butchery hold to the total amount thus spent?

**Mr. E. Burdon:** (a) A statement is maintained showing the number of cattle slaughtered daily in military butcheries.

(b) Does not arise.

(c) The attention of the Honourable Member is invited to the reply given on the 28th January to part (1) of starred question No. 182.

(d), (e) and (f). The attention of the Honourable Member is invited to the reply given on the 10th March 1924 to parts (b) and (e) of starred question No. 692. It is not possible to give the remaining information desired by the Honourable Member without a reference to local military authorities. This would entail the expenditure of a great deal of labour, which, in the opinion of Government, would not be justified by the results obtainable.

RAILWAY BOOKSTALLS.

90. **Baboo Runglal Jajodia:** (a) Will the Government please state whether it is a fact that bookstalls at railway stations are governed by a monopolist policy?

(b) If the answer be in the negative, will the Government state what are the principles covering the grant of license to Messrs. Wheeler and Company for opening book-selling stalls at stations throughout most of the railways in India?

(c) Have the railways been ever approached by any other firm or individual with tenders for the purpose?

(d) Is it a fact that in the stalls as at present no sufficient care is taken to exhibit vernacular publications to cater to the Indian section of the passengers? If so, will the Government state reasons for the same?

**Mr. G. G. Sim:** The Honourable Member is referred to question No. 429 and answer thereto in this Assembly on 25th February, 1924.

#### PASSENGER SUPERINTENDENTS ON THE EASTERN BENGAL RAILWAY.

91. **Baboo Runglal Jajodia:** (a) When were the posts of Passenger Superintendents created on the Eastern Bengal Railway?

(b) How many were appointed?

(c) On what annual cost?

(d) What extra amounts have been collected through them during any one year?

(e) What are the functions of their services?

**Mr. G. G. Sim:** (a) In 1910.

(b) Twelve.

(c) Rs. 15,120.

(d) Superintendents are not empowered to collect any amounts from the travelling public.

(e) The Honourable Member is referred to the reply to item (c) of question No. 1651, asked in this Assembly on 8th September, 1924.

#### NUMBER OF INDIAN GAZETTED OFFICERS ON STATE RAILWAYS.

92. **Baboo Runglal Jajodia:** Will the Government be pleased to lay on the table statement showing the number of Indians employed on State-managed railways as gazetted officers and officials, (i) drawing Rs. 250 and over, (ii) drawing Rs. 500 and below Rs. 750, (iii) drawing Rs. 1,000 and over for the years 1919, 1920, 1921, 1922 and 1923 and their percentage to the total strength of the services under each head arranged under Stores, Audit, Traffic and Engineering Departments?

**Mr. G. G. Sim:** The information is not available and Government cannot undertake to collect it. The Honourable Member is, however, referred to the Railway Board Classified List—a copy of which is in the Library—which shows the names of Indian officers and subordinates at present employed on State Railways and the pay drawn by them and also Annexures A and B of the Explanatory Memorandum of the Railway Budget for 1924-25, a copy of which was supplied to all Members of the Assembly.

**NUMBER OF DEPARTMENTAL TELEGRAPHISTS, TELEGRAPH MASTERS,  
TRAFFIC AND ENGINEERING SUPERVISORS IN THE TELEGRAPH  
DEPARTMENT.**

93. **Mr. Gya Prasad Singh:** Will the Government be pleased to say :

- (a) How many departmental telegraphists there are in India? What education standard is required of candidates for appointment as telegraphists, and what is the nature of the test which candidates have to pass before admission into service?
- (b) How many Telegraph Masters Traffic are there, what is their pay? Are they recruited from departmental telegraphists? If so, what is the proportion of their appointments to that of departmental telegraphists?
- (c) What is the number and pay of Engineering Supervisors? Are they recruited from departmental telegraphists after training in Engineering? If so, what is the proportion of the number of Engineering Supervisors to that of departmental telegraphists?

**Sir Geoffrey Clarke:** (a) There are at present 3,269 departmental telegraphists. Recruitment through Departmental Training Classes is closed at present. Recruits are now being obtained through Training Classes attached to certain selected schools and colleges and the educational qualification of candidates is the passing of the Matriculation Standard of an Indian University or the passing of the Junior Cambridge Standard. The course of telegraph training extends over 2 years by which time candidates are required to attain the Intermediate Standard of an Indian University or the Standard of Senior Cambridge in addition to the subjects in telegraphy. The final tests in which candidates have to pass before admission into the service are as follows :

- I. Handwriting.
- II. Signalling—By hand and high speed apparatus.
- III. Typewriting.
- IV. Technical Subjects.
- V. Traffic Rules.

(b) There are 353 Telegraph Masters in the Department and the scales of pay for these are :

	Rs.
General Service Cadre ... ..	270—10—325
Local Service or Station Service (A) Cadre ...	200—10—250
Station Service (B) Cadre ... ..	180—10—230

They are recruited solely from departmental telegraphists. The proportion of Telegraph Masters to Telegraphists is 1 : 10.

(c) The number of Engineering Supervisors, General, 'Phone and Electrical is 141, 49 and 58, respectively, total 248. The pay of this class of officials is Rs. 80—5—100—10—250—20—350. They are all recruited from departmental telegraphists after training in Engineering. There is no fixed proportion, the number being determined by the requirements of the Engineering Branch. At the present moment the proportion is 1 : 14.

## TELEGRAPH MASTERS, TRAFFIC, AND POSTAL SIGNALLERS.

94. **Mr. Gaya Prasad Singh:** (a) Have Telegraph Masters, Traffic, ordinarily any technical or engineering duties? Have they any out-door duties?

Whose duty is it to fit up instruments, batteries, and wire in a departmental telegraph office, and to put them right when they are out of order?

(b) To what higher appointments can Telegraph Masters Traffic rise? What is the pay and number of each class of such higher appointments, and what proportion does the number of each class bear to the number of Telegraph Masters?

(c) How many postal signallers are there in India? Is it a fact that as regards Telegraph work their duties are the same as those of departmental telegraphists, and that they have, in addition, to master postal work in all branches, and that many of them have postal work and monetary responsibilities in addition to telegraph duties?

(d) How many higher appointments of similar pay to that of Telegraph Masters Traffic and Engineering Supervisors can postal signallers rise to? What is the proportion of the number of such appointments to that of such signallers?

(e) To how many higher appointments of similar pay to that of the higher Telegraph Traffic officers referred to in question (b) can postal signallers rise to, and what is the proportion of the number of such appointments to that of the officers referred to in question (d)?

**Sir Geoffrey Clarke:** (a) Telegraph Masters, Traffic, have ordinarily to do certain technical duties, such as, adjusting instruments, testing, etc. They have no engineering or out-door duties.

It is mainly the duty of the Technical or Electrical Branch staff to fit up instruments, batteries and wires in a departmental telegraph office and to put them right if they get out of order, but the Traffic Branch Supervising staff are required as far as possible to rectify defects which may occur in the working instruments and to maintain Repeater, Wheatstone or Baudot Apparatus in working order.

(b) The sanctioned strength of Telegraph Masters, Traffic, is 353. The class, pay and number of the higher appointments to which they can rise and the proportion of the number in each class to the number of the Telegraph Masters are as follows:

- (1) Deputy Superintendents, 2nd class, on Rs. 350—450, 34, 9.6 per cent.
- (2) Deputy Superintendents, 1st class, on Rs. 500—600, 20, 5.6 per cent.
- (3) Superior Traffic Branch, 2nd Division, on Rs. 350—700, 35, 10 per cent.
- (4) Superior Traffic Branch, 1st Division, on Rs. 800—1,400, 14, 4 per cent.

(c) The number of postal clerks employed on telegraph duties in combined post and telegraph offices at the close of the last official year was 4,455. Their duties are not entirely the same as those of departmental telegraphists. Subject to the condition that telegraph duties have the first

claim upon him, a postal clerk entrusted with such duties in a small combined office may also as part of his day's work be given postal duties and be required to undertake monetary responsibilities in the same way as any other postal clerk.

(d) The number of higher appointments in the Post Office carrying similar pay to that of Telegraph Masters, Traffic, and Engineering Supervisors, to which postal clerks qualified in signalling can rise along with other postal clerks, is 1,302. The proportion which this number bears to the total number of postal clerks employed on telegraph duties in combined offices, as at the close of the last official year, is 29·2 per cent.

(e) The number of higher appointments in the Post Office carrying similar pay to that of the higher Telegraph Traffic officers, referred to in part (b) of this question, to which postal clerks qualified in signalling can rise along with other postal clerks, is 243. The proportion which this number bears to the total number of postal clerks employed on telegraph duties in combined offices, as at the close of the last official year, is 5·4 per cent.

#### PROVISION OF FREE QUARTERS FOR POSTAL SIGNALLERS.

95. **Mr. Gaya Prasad Singh:** (a) Is it a fact that general scale telegraphists are supplied with free quarters and free furniture? Is the same concession allowed to postal signallers?

(b) Are not postal signallers and general scale telegraphists equally liable to frequent transfers?

**Sir Geoffrey Clarke:** (a) General Service telegraphists are provided with free quarters when available and with free furniture, on prescribed scales, for such quarters. Postal signallers are not provided with free quarters except where necessary, nor in any case with free furniture.

(b) General Service telegraphists are liable to frequent transfers throughout India and Burma. This, however, is not the case with postal signallers, who belong either to a station cadre under a first class head postmaster or to a divisional cadre under a Superintendent of post offices.

#### EXPENDITURE ON FURNITURE FOR PRIVATE QUARTERS OF TELEGRAPH OFFICERS.

96. **Mr. Gaya Prasad Singh:** (a) Is it a fact that Telegraph Masters Traffic and Deputy Superintendent, Telegraphs are supplied with free furniture? Is the same concession allowed to any officers on the postal side? If not, why not?

(b) Is it a fact that though Deputy Superintendents, Telegraph Masters and departmental telegraphists are supplied with furniture by Government, they are, when transferred, allowed to draw freight for transport of furniture at the same rate as any other class of Government servants?

(c) What expenditure was incurred by Government during the financial year ending 31st March 1924 on account of purchase of furniture for use in the private quarters of all Telegraph officers who are entitled to free furniture?

**Sir Geoffrey Clarke:** (a) The reply to the first part of the question is in the affirmative, when free Government quarters are provided.

The reply to the second part of the question is in the negative. The concession to the former class of officers has existed for a very long time, previous to the amalgamation of the Postal and Telegraph Departments. Due allowance for concessions in kind of this sort is made in fixing the pay and allowances of the various services.

(b) They are only allowed to draw the actual cost of transporting personal effects, including any private furniture they may have had, subject to a limit of 60, 30 and 15 maunds weight according to the grade of officers.

(c) Rs. 28,572.

#### DUTIES, POWERS AND RESPONSIBILITIES OF SUPERINTENDENTS, TELEGRAPH TRAFFIC, AND SUPERINTENDENTS OF POST OFFICES.

97. **Mr. Gaya Prasad Singh:** (a) Have Superintendents Telegraph Traffic any Engineering duties or duties of a technical or scientific nature? If so, what is the nature of such duties?

(b) Is it a fact that a Superintendent of Post Offices has all the post offices and combined post and telegraph offices in two or three districts with several hundred clerks, postal signallers, and postmasters, besides several hundred postmen and menials under his charge; appoints clerks, is empowered to promote, transfer, punish and grant leave to all except a very few postmasters of the highest class, grants pension to certain classes of officials, looks after all classes of postal work, sanctions contingent expenditure up to Rs. 20 in each case, scrutinizes the revenue of post offices, deals with all questions of construction repair and renting of buildings for post offices, controls the work of the Inspectors of Post Offices, proposes and takes steps to open new post offices and telegraph offices attached to post offices, deals with public complaints, investigates cases of fraud, prosecutes offenders and inspects the more important post offices as well as the telegraph branches of post offices?

(c) Has a Superintendent, Telegraph Traffic, any such duties, powers and responsibilities?

**Sir Geoffrey Clarke:** (a) No.

(b) This is generally correct except that a Superintendent of Post Offices does not inspect the telegraph branch of the more important combined offices.

(c) Yes, he has some of these duties.

#### PAY OF SUPERINTENDENTS, TELEGRAPH TRAFFIC, AND SUPERINTENDENTS OF POST OFFICES.

98. **Mr. Gaya Prasad Singh:** (a) Is it a fact that the inspection of the telegraph branch of a combined post and telegraph office is identical in all respects to the inspection by a Superintendent, Telegraph Traffic, and that both have to look into the same matters and answer the same questions?

(b) Is it a fact that when a Superintendent, Telegraph Traffic, detects irregularities during the inspection of the telegraph branch of a combined office he has to bring them to the notice of the Superintendent of Post Offices for remedy?

(c) Is it a fact that public complaints in connection with telegrams issued from or to combined offices are inquired into and necessary action taken by the Superintendent of Post Offices?

(d) Is it a fact that the work of inspection of the telegraph branch of many of the combined offices which used to be done by Superintendents, Telegraph Traffic, has now been transferred to Superintendents of Post Offices in addition to the inspection of telegraph offices which the latter used to do?

(e) Is it a fact that the inspection of the telegraph branch of a combined office usually takes a day and often only a few hours while the inspection of a head post office takes a week and that of most sub-post offices two days or more?

(f) On what considerations has the pay of Superintendents, Telegraph Traffic, been made similar to that of Superintendents of Post Offices.

**Sir Geoffrey Clarke:** (a) Yes, but the telegraph branches of all the more important combined offices are inspected by Superintendents of Telegraph Traffic.

(b) Any irregularities noticed by a Superintendent, Telegraph Traffic, during the inspection of a combined office are entered in the Traffic Visiting Book of the Office. The Head of the Office forwards copies of these remarks to the Postmaster General, Telegraph Traffic Branch, through the Divisional Superintendent of Post Offices who endorses on them particulars of the action taken on the points which needed attention.

(c) In the event of such complaints being received by Superintendents of Post Offices they are required to take action if the complaint is a local one and they are competent to deal with the same. Otherwise all public complaints in connection with telegrams are dealt with by the office of the Director-General of Posts and Telegraphs and by the Postmaster General.

(d) The work of inspection of the Telegraph Branch of unimportant combined offices has been transferred to Superintendents of Post Offices.

(e) The inspection of the Telegraph Branch of an important combined office generally occupies one or two days, but there is no hard and fast rule laying down any definite time limit for the purpose. The average length of time required for the inspection of a Head Post Office is 6 days and of a sub-post office 2 days.

(f) The scales of pay of Superintendents, Telegraph Traffic, and Superintendents of Post Offices are as follows:

	Rs.
Superintendents, Telegraph Traffic	350—700
Superintendents of Post Offices ... ..	250—700

All men of the former class are promoted from the lower grades. The scales of pay have been fixed as most suitable, taking into consideration all the circumstances of the cadres to which these classes of officers belong, and the work on which they are employed.

#### INDIAN SUPERINTENDENTS OF TELEGRAPH TRAFFIC.

**Q. Mr. Gaya Prasad Singh:** How many Superintendents of Telegraph Traffic are Indians and how many are non-Indians?

**Sir Geoffrey Clarke:** Two are Indians and seventeen are non-Indians.

PROVISION OF FREE QUARTERS FOR SUPERINTENDENTS OF POST OFFICES.

100. **Mr. Gaya Prasad Singh:** Is it a fact that Superintendents, Telegraph Traffic, are given free houses and free furniture? Are Superintendents of Post Offices given the same concession? If not, why not?

**Sir Geoffrey Clarke:** The reply to the first two parts of the question is in the negative. The third part of the question does not, therefore, arise.

DUTIES OF SUPERINTENDENTS, TELEGRAPH TRAFFIC.

101. **Mr. Gaya Prasad Singh:** What was the pay of the officers who used to perform, before the amalgamation of the Posts with Telegraphs, the duties now performed by Superintendents, Telegraph Traffic? Is it a fact that those officers had engineering duties as well which Superintendents, Telegraph Traffic, have not?

**Sir Geoffrey Clarke:** The pay was Rs. 380—1,250 in the Imperial Service and Rs. 250—850 in the Provincial Service. The reply to the latter part of the question is in the affirmative.

OFFICERS OF THE 1ST DIVISION, SUPERIOR TRAFFIC BRANCH.

102. **Mr. Gaya Prasad Singh:** (a) What is the number and pay of the officers of the 1st Division Superior Traffic branch? Is it a fact that their pay is equal to that of postal Deputy Postmaster General and Assistant Directors General?

(b) How many posts in the 1st Division Superior Traffic branch are now held by officers who entered Government service as telegraphists, and how many of them are Indians and how many are non-Indians?

**Sir Geoffrey Clarke:** (a) The number is 14 with a time-scale of pay rising from Rs. 800 by annual increments of Rs. 60 to Rs. 1,400 a month. The reply to the latter part of the question is in the affirmative.

(b) Six posts are now held by officers who entered Government service as telegraphists and none of them are Indians.

RECRUITMENT OF SUPERINTENDENTS, TELEGRAPH TRAFFIC.

103. **Mr. Gaya Prasad Singh:** (a) Is it a fact that half the appointments as Superintendent of Post Offices are made by direct recruitment and half by promotion, whereas appointments as Superintendents, Telegraph Traffic, are made exclusively by promotion from the rank?

(b) What principle is observed in making the appointments of Superintendent, Telegraph Traffic, and is a University qualification taken into consideration?

(c) How many Superintendents of Telegraph Traffic who get the same pay as Superintendents of Post Offices and enjoy free furnished quarters are graduates, and how many Superintendents of Post Offices possess that qualification?

**Sir Geoffrey Clarke:** (a) Yes.

(b) The principle observed in making the appointments is that the men selected are fit in every respect to hold charge of an important Telegraph office and to carry out the duties of a Superintendent, Telegraph Traffic. No University qualification is taken into consideration.

(c) The scales of pay of Superintendents, Telegraph Traffic, and Superintendents of Post Offices are not similar and the former do not enjoy free furnished quarters. There are no graduates among the Superintendents, Telegraph Traffic. Of 181 Superintendents of Post Offices, 97 are graduates.

COLLECTION OF DUTIES UNDER THE COTTON DUTIES ACT FROM SMALL FACTORIES CONSISTING OF LOOMS RUN BY OIL ENGINES.

104. **Mr. K. Venkataramana Reddi:** Will Government be pleased to state:

- (a) the number of small factories in India consisting of looms run by oil engines,
- (b) their total output of cloth,
- (c) whether the Cotton Duties Act (II of 1896) applies to these factories also and if so, the total amount collected from them in 1914 and 1923 respectively?

**The Honourable Sir Bhupendra Nath Mitra:** (a) and (b). The information is not available with the Government of India.

(c) Yes. The Act applies. Duty collected from small factories is not separately recorded.

YIELD FROM THE IMPOSITION OF NEW TAXES SINCE 1902.

105. **Mr. K. Venkataramana Reddi:** Will Government be pleased to state the total additional revenue raised by the imposition of new taxes since 1902 by the Central Government?

**The Honourable Sir Basil Blackett:** I am afraid it is impossible to calculate accurately the yield from the imposition of new taxes. I would invite the Honourable Member's attention to the answer given by me to a similar question by Mr. Neogy on 28th January, 1925, and the statements laid on the table in that connection.

PUBLICATION OF CONTRACTS WITH RAILWAY COMPANIES.

106. **Mr. K. Venkataramana Reddi:** Is it a fact that the Government have discontinued since 1900 the publication of the contracts entered into with the different Railway Companies with the Annual Administration Report? If so, will Government be pleased to publish the same with the Annual Administration Reports or place copies of them in the Library of the House?

**Mr. G. G. Sim:** The publication of contracts and agreements in the Annual Administration Report on Indian Railways was discontinued as the main provisions are given in the Railway Board's publication entitled "The History of Indian Railways constructed and in progress" which is brought up to date every year and copies of which are available in the Library.

TOTAL MILEAGE OF RAILWAYS OPEN FOR TRAFFIC SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1924.

107. **Mr. K. Venkataramana Reddi:** Will Government be pleased to state the total route miles of railways open for public traffic on 31st March 1920 and 31st March 1924, respectively, and the total mileage sanctioned or under construction on 31st March 1924?

**Mr. G. G. Sim:** The information asked for by the Honourable Member will be found in Appendix 2 of Volume II of the Administration Report on Indian Railways for 1919-20 and in Statement VII of the Statistical Summaries in Volume II of the same report for 1923-24, copies of which will be found in the Members' Library.

TRAINING OF INDIAN STUDENTS IN ALL DEPARTMENTS OF RAILWAY  
WORKING.

108. **Mr. K. Venkataramana Reddi:** Will the Government be pleased to state what effect, if any, has been given to the recommendation of Sir Abdur Rahim contained in his minute at page 417 of Volume I of the Report of the Public Services Commission, 1917: that Government should subsidize suitable Indian students to qualify themselves in Europe for appointments in the Locomotive, Carriage and Wagon Departments of the Railway?

**Mr. G. G. Sim:** Action on the lines suggested was taken on the East Indian Railway. The present idea is, however, to improve facilities in this country for training students in all departments of Railway working and the Railway Board have at present under consideration the necessary measures for this purpose.

APPOINTMENT OF INDIANS AS FOREMEN, ASSISTANT FOREMEN AND  
CHARGEMEN ON INDIAN RAILWAYS.

109. **Mr. K. Venkataramana Reddi:** (a) Will Government be pleased to state whether it is a fact that not even one Indian has been appointed until now either as a Foreman, Assistant Foreman or Chargeman in the Locomotive, Carriage and Wagon Departments of the Railways?

(b) What steps, if any, do Government propose to take to remedy this grievance?

**Mr. G. G. Sim:** (a) and (b). The Honourable Member is referred to the reply to part (a) of Mr. K. C. Neogy's question No. 1507 of the 11th June, 1924.

PAY OF ANGLO-INDIAN AND INDIAN APPRENTICES IN RAILWAY  
WORKSHOPS, ETC.

110. **Mr. K. Venkataramana Reddi:** (a) Will Government be pleased to state whether the rates of pay allowed at present to Anglo-Indian apprentices in the Locomotive and Carriage Workshops are higher than those given to Indians?

(b) Is it a fact that the R. M. Railway Schools at Ajmer are reserved for Europeans and Anglo-Indians only? If so, what steps do Government propose to take to rectify the same?

**Mr. G. G. Sim:** (a) The practice is not uniform, but different rates appear to be paid to European and Indian apprentices on some lines. Government have at present the whole question of arrangements for training on all lines under consideration.

(b) No. Indians are admitted if they have the necessary educational qualifications.

EDUCATIONAL QUALIFICATIONS OF CANDIDATES FOR THE SUPERIOR STORES AND TRAFFIC STAFF ON STATE RAILWAYS.

111. **Mr. K. Venkataramana Reddi:** (a) Will Government be pleased to state the standard of education required of candidates who seek employment in the Railway Stores and Traffic Establishments?

(b) Is it a fact that the standard of education required in the case of Anglo-Indians is lower than that in the case of Indians? If so, will Government be pleased to take early steps to have the above distinction removed? If not, why not?

**Mr. G. G. Sim:** (a) The Honourable Member's question presumably relates to Indian recruits for the Superior Stores and Traffic staff on State Railways. Hitherto no definite standard of education has been laid down for candidates seeking appointment to these establishments. For the future it is intended to provide definite standards both of preliminary education and subsequent training in these Departments.

(b) No such differentiation as suggested has existed in the past or is contemplated in future.

COST OF MAINTENANCE OF BOARDS OF DIRECTORS OF COMPANIES WORKING STATE RAILWAYS.

112. **Mr. K. Venkataramana Reddi:** Is it a fact that each company working the State Railways is controlled by a Board of Directors in England and that the cost of maintaining them is met by the gross earnings of the respective Railways? Will Government be pleased to state the approximate cost of maintaining the Boards in each case and whether losses by exchange are also met from the gross earnings?

**Mr. G. G. Sim:** The reply to the first part of the question is in the affirmative.

As regards the second part, the Honourable Member's attention is invited to the statement of demands for revenue expenditure on railways for 1924-25, which was supplied to the Honourable Member in March last and which gives the information on the subject. Loss by exchange debitable to Revenue is met from gross earnings.

PAY OF INDIAN DRIVERS, SHUNTERS AND GUARDS ON STATE RAILWAYS.

113. **Mr. K. Venkataramana Reddi:** (a) Are Government aware that the State Railways Open Code, Volume II (1908 edition), paragraph 230, note (2), contains the following:

"The maxima salaries for native drivers, shunters and guards are fixed at two-thirds of those for Europeans."

(b) Are Government further aware that the above ruling is opposed to the Secretary of State's despatch No. 451-Financial, dated 6th December, 1871 and the recommendations of the Royal Commission (1917) contained in paragraph 55 of their Report?

(c) Are Government prepared to withdraw the above obsolete ruling in the case of lower subordinates of the Railway Establishments?

**Mr. G. G. Sim:** (a) and (b). Yes, but I may inform the Honourable Member that the State Railway Code referred to is not up to date and contains much that is now obsolete. There is in actual practice on State

lines no differentiation in pay between Indians and Europeans of the classes referred to. The revision of the Code is under consideration and the note will be deleted in the revision.

(c) In view of reply to (a) and (b) above, this question does not arise.

#### INDIAN, ANGLO-INDIAN AND EUROPEAN APPRENTICES ON RAILWAYS.

114. **Mr. K. Venkateramana Reddi:** What steps have Government taken or propose to take:

- (a) to throw open the technical schools attached to Locomotive Carriage and Wagon Workshops of State Railways, worked by Government and by Companies, to Indians also,
- (b) to widen and raise the courses of instructions and to provide classes both for superior and the subordinate grades of those departments,
- (c) to lay down uniform rules for admission of apprentices, Indians, Anglo-Indians and Europeans, together with uniform scales of stipends and future prospects?

**Mr. G. G. Sim:** (a) Technical instruction is imparted to all classes of literate apprentices irrespective of nationality by railway officials or at schools where such exist.

(b) This question is under consideration.

(c) Rules for the admission of apprentices, Indians, Anglo-Indians and Europeans, are uniform; as regards the rest of the question the Honourable Member is referred to the reply given to Mr. Chaman Lall's question No. 542.

#### GOVERNMENT CONTROL OVER THE EXPENSES OF RAILWAYS WORKED BY COMPANIES.

115. **Mr. K. Venkateramana Reddi:** Is it a fact that the Companies working the State Railways possess absolute discretion in defraying all expenses from the gross earnings of the Railways? If not, will Government be pleased to state the extent of Government control in this respect?

**Mr. G. G. Sim:** No. Government control over the working expenses of Company-worked Railways is in essentials the same as on State-worked Railways. Its scope is detailed in the Railway Codes and Standing Order of Government.

#### REPAIRS TO RAILWAY TUNNELS, BRIDGES, ETC.

116. **Mr. K. Venkateramana Reddi:** Will Government be pleased to furnish the House with a statement showing all the railway constructional works such as tunnels, bridges, etc., that had to be repaired within four years of their construction?

**Mr. G. G. Sim:** Government have not got the information required and would prefer not to put Railway Administrations to the trouble of compiling it.

## PURCHASE OF STORES BY THE ARMY CANTEN BOARD.

117. **Raja Ghazanfar Ali Khan:** Will the Government be pleased to state whether it is a fact that the Army Canteen Board, India, wanted to buy the stores of the outgoing Contractors of Lahore District, at 5 per cent. below Karachi prices?

**Mr. E. Burdon:** The Army Canteen Board did not wish to buy any of these stores as it was not to their advantage to take over old and in many cases deteriorated stock. The contractors had had 4 to 8 months' notice within which to clear their stocks by other means. In cases, however, where contractors themselves inquired as to the terms on which the Board would take over their stocks, they were notified that the Board would meet them in this at 5 per cent. under Karachi market prices. This is above the average price at which the Board can themselves import the same articles.

## DEBTS CONTRACTED IN KARACHI BY THE ARMY CANTEN BOARD ON THE PURCHASE OF STORES.

118. **Raja Ghazanfar Ali Khan:** Are the Government aware that while maintaining that it gets all its stores from Europe the Army Canteen Board, India, has contracted debts in Karachi to the extent of over one lakh, for goods purchased from the local merchants?

**Mr. E. Burdon:** The Army Canteen Board (India) import the majority of their stores from overseas, purchasing, wherever possible, direct from manufacturers. Recently, as the quantity of commodities sold has been in excess of estimates, this causing shortage of stocks, it became necessary for the Board to make certain purchases in local markets. Government are aware that the Board have creditors in Karachi to the extent of over Rs. one lakh.

## DEBTS OF THE ARMY CANTEN BOARD.

119. **Raja Ghazanfar Ali Khan:** Are Government aware of the rumours that the Army Canteen Board, India, is running into heavy debt, and that it is unable to pay its supplies for several months?

**Mr. E. Burdon:** Government have heard no rumours and do not require to rely upon rumours for information regarding the financial position of the Army Canteen Board. Government have in their possession a list of sums due from the Board to merchants and are aware that owing to a largely increased turnover and shortage of working capital they have at present to trade upon credit terms to a larger extent than is desirable.

## LIABILITY OF GOVERNMENT FOR THE DEBTS OF THE ARMY CANTEN BOARD.

120. **Raja Ghazanfar Ali Khan:** Will the Government be pleased to state whether they are responsible to pay up the debts incurred by the Army Canteen Board and if so to what extent is the liability of the Government involved, since the Army Canteen Board, India, has no capital of its own, and is trading on the loan advanced to it by the Imperial Bank of India, under the guarantee of the Government?

**Mr. E. Burdon:** The legal liability of Government is confined to guaranteeing the loans received from the Imperial Bank of India up to a maximum of Rs. 20 lakhs. But the Honourable Member will see from the latest balance sheet that the Board having overcome the difficulties of formation and initial development is now making a profit, after paying interest on the Bank loan and rebate to regimental units.

#### REBATES PAID BY THE ARMY CANTEN BOARD TO REGIMENTAL FUNDS.

**121. Raja Ghasanfar Ali Khan:** Will the Government be pleased to state the average amount of rebate per soldier per mensem paid by the Army Canteen Board, India, to the regimental funds, at the rate of 7 per cent. on the sales, and the total amount thus paid per annum for each regiment?

**Mr. E. Burdon:** The Board pay rebate at  $7\frac{1}{2}$  per cent. on cash sales to troops and messing sales since the 1st May 1924 only. Before that date rebate was paid at Rs.  $2/8$  per head per month fixed. For the period from the 1st May 1924, to the 31st December 1924, the average amount of rebate per soldier per mensem paid by the Army Canteen Board (India) to regimental funds on the  $7\frac{1}{2}$  per cent. basis amounted to Rs.  $2/8/4$ , the total amount of rebate paid being Rs. 2,54,977-2-0.

#### BRITISH UNITS CATERED FOR BY THE ARMY CANTEN BOARD.

**122. Raja Ghasanfar Ali Khan:** Will the Government be pleased to state the total number of British Units being served by the Army Canteen Board, India, giving in detail number of Infantry Regiments, Royal Field Artillery, Royal Garrison Artillery, Motor Transport Company, Armoured Car Company, Tank Corps, etc.?

**Mr. E. Burdon:** The total number of British units served by the Army Canteen Board (India) on the 31st December 1924 amounted to 47 in 67 Institutes, not including Camps as shown below:

British Cavalry regiment . . . . .	2
Royal Horse Artillery Brigades . . . . .	2
Royal Field Artillery Brigades . . . . .	5
Royal Garrison Artillery Brigades . . . . .	4
Royal Garrison Artillery Batteries (not Brigades) . . . . .	2
British Infantry regiments . . . . .	16
* Mechanical Transport Companies . . . . .	2
Armoured Car Companies . . . . .	8
Signal Details . . . . .	8
Royal Army Medical Corps Details . . . . .	8

#### EXTENSION OF THE OPERATIONS OF THE ARMY CANTEN BOARD TO THE LAHORE DISTRICT.

**123. Raja Ghasanfar Ali Khan:** Will the Government be pleased to state whether before extending the Army Canteen Board to the Lahore District, the Commanding Officers in this area were consulted, and if not why this was not done, to get the opinion of those who were going to be affected by the change of installing the Army Canteen Board, India, in this area?

**Mr. E. Burdon:** The Commanding Officers of individual units were not consulted. His Excellency the Commander-in-Chief did not think it necessary to consult them.

COMPLAINTS REGARDING THE UNSATISFACTORY WORKING OF THE ARMY  
CANTEEN BOARD.

124. **Raja Ghazanfar Ali Khan:** Will Government be pleased to lay on the table the various complaints they have received from Commanding Officers of different Units regarding the unsatisfactory working of the Army Canteen Board, India, and to state what action has been taken thereon?

**Mr. E. Burdon:** The Government of India have received no complaints from Commanding Officers of units. It would not be in order for Commanding Officers to submit such complaints to the Government of India.

UNITS TAKEN OVER BY THE ARMY CANTEEN BOARD FROM INDIAN  
CONTRACTORS.

125. **Raja Ghazanfar Ali Khan:** Will Government be pleased to state the number of Units the Army Canteen Board, India, has been taking over each year from the Indian contractors since they have been established?

**Mr. E. Burdon:** I have not been able to obtain the information desired by the Honourable Member. His attention is, however, invited to the reply given to his question No. 122. The numbers there shown, include 6 institutes in Waziristan which were not in existence before the Board opened them.

EXTENSION OF THE OPERATIONS OF THE ARMY CANTEEN BOARD TO THE  
LAHORE DISTRICT AND KARACHI.

126. **Raja Ghazanfar Ali Khan:** Will Government be pleased to state, why in spite of the assurance given by His Excellency the Commander-in-Chief to the Members of the Legislative Assembly, when they waited in deputation on His Excellency headed by Sir Zulfiqar Ali Khan, Kt., C.S.I., on 29th September, 1921, that the Army Canteen Board, India, would confine its operations to the North Western Frontier and Rawalpindi, it has now been extended to the Lahore District and Karachi?

**Mr. E. Burdon:** The Honourable Member has, I am afraid, been misinformed. On the occasion referred to, His Excellency the Commander-in-Chief stated that it was not proposed at present to go further than the territories named. The plan originally contemplated by the Government of India was that the Army Canteen Board should ultimately extend its operations to the whole of India.

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MESSAGE FROM THE COUNCIL OF STATE.

**Secretary of the Assembly:** Sir, the following Message has been received from the Secretary of the Council of State:

"I am directed to inform you that the Council of State have at their meeting held on the 5th February, 1923, agreed without any amendments to the following Bills which have been passed by the Legislative Assembly:

- (1) A Bill further to amend the Indian Paper Currency Act, 1923;
- (2) A Bill to repeal certain enactments whereby breaches of contract by labourers are made punishable under the criminal law."

## ALLOTMENT OF DAYS FOR THE DISCUSSION OF THE GENERAL AND RAILWAY BUDGETS, ETC.

**The Honourable Sir Alexander Muddiman** (Home Member): Sir, when we last met I mentioned the matter of holidays in March to the House. The question was, as Honourable Members will recollect, whether those three holidays must be observed; one holiday is Holi, the second is Sab-i-barat, and the third is the holiday called the Dulanthi. I have had no indication from Members of the House officially, and so far as I have been able to ascertain from private inquiries the general feeling which has reached my ears at any rate is that in the case of Holi and Shab-i-barat, those holidays should be observed. As regards the Dulanthi there seems to be no general feeling that it is necessary to observe that holiday. If that is the view of the House, I will submit the matter to His Excellency for his direction.

**Diwan Bahadur T. Rangachariar** (Madras City: Non-Muhammadian Urban): There was an informal discussion about it in our party meeting yesterday. The general feeling at that meeting was, although we, the Members from Madras, did not want the holidays, that these three holidays should be observed.

**The Honourable Sir Alexander Muddiman**: All the three?

**Diwan Bahadur T. Rangachariar**: Yes. (*Several Honourable Members*: "Yes".)

**Diwan Bahadur M. Ramachandra Rao** (Godavari *cum* Kistna: Non-Muhammadian Rural): May I ask the Leader of the House how many days it is proposed to allot for the second stage of discussion of Part II of the Budget?

**The Honourable Sir Alexander Muddiman**: 2 days for Part II and one day for Part I of the Budget—that is, general discussion. For the voting of Demands for Grants in respect of Part II of the Budget, as at present proposed, 5 days.

**Mr. Harchandrai Vishindas** (Sind: Non-Muhammadian). Am I to understand that the general discussion on the main Budget will last for two days?

**The Honourable Sir Alexander Muddiman**: The present proposal is 2 days.

**Mr. Harchandrai Vishindas**: And the Demands for Grants? 15 days?

**The Honourable Sir Alexander Muddiman**: 4 days for the Railway Budget and 5 days for the general Budget—that is, 9 days on the whole.

**Mr. A. Rangaswami Iyengar** (Tanjore *cum* Trichinopoly: Non-Muhammadian Rural): I want to be perfectly clear on the matter. The general discussion on Part I of the Budget will be for one day, and the Demands for Grants will take 4 days. In regard to Part II of the Budget, the general discussion will take place for 2 days and the voting on the Demands for Grants will take 5 days.

**The Honourable Sir Alexander Muddiman:** Yes, that is correct.

**Mr. Harchandrai Vishindas:** May I inquire whether the exact dates have been fixed or they will be fixed hereafter?

**The Honourable Sir Alexander Muddiman:** As the Honourable Member is aware, this is a matter for His Excellency's orders and it is in His Excellency's discretion. I was merely ascertaining the views of the House with regard to those three holidays.

**Khan Bahadur W. M. Hussanally (Sind: Muhammadan Rural):** May I know whether the dates of these holidays have been fixed?

**The Honourable Sir Alexander Muddiman:** For the Holi there is a fixed date, i.e., 9th March; for Dulandhi also there is a fixed date, that is, 10th March. As my Honourable friend is aware, being himself a Muhammadan, the question of the date on which Shab-i-Barat is to be observed depends on the appearance of the moon. That is not a matter within the control of the Leader of the House. (Laughter.)

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#### THE INDIAN SOLDIERS (LITIGATION) BILL.

**The Honourable Sir Alexander Muddiman (Home Member):** I beg to move that the Bill to consolidate and amend the law to provide for the special protection in respect of civil and revenue litigation of Indian soldiers serving under special conditions, as reported by the Select Committee, be taken into consideration.

Sir, this Bill was referred to a Select Committee as the result of a decision of this House on the 15th September last. The House then affirmed the general principle of the Bill which is to extend protection to Indian soldiers serving under special conditions. The Committee have now sat and their report has been laid before the House. The amendments which the Committee have suggested in the Bill are all, I think, well within the scope of the principle that has been affirmed by the House, that is to say, they extend the protection, in so far as they amend the law at all, given to Indian soldiers serving under special conditions. The amendments made are not of a very important character and I will only very briefly refer to them.

The first amendment is made in clauses 7 and 9 of the Bill. The result of that amendment is to give the benefit of postponement of proceedings in the case of soldier plaintiffs as well as of soldier defendants, both in the case of soldiers serving under special conditions and in the case of soldiers on leave within the meaning of clause 9 of the Bill. That, Sir, is the first amendment of substance which has been made by the Select Committee.

The second amendment has been made in sub-clause (2) of clause 10. The object of that amendment is to make it clear that the soldier has in no case a less period of limitation than that provided by Article 164 of the Indian Limitation Act, as the Select Committee thought that the special protection given by clause 10 might operate in certain circumstances to prevent a soldier availing himself of the benefit of the ordinary law. That, Sir, is the second amendment.

[Sir Alexander Muddiman.]

The third amendment is in clause 11 of the Bill. Clause 11 has been amended so as to cover the case both of soldier defendants and soldier plaintiffs, and I think I may say that that amendment is on the analogy of section 18 of the Indian Limitation Act, which provides:

"In computing the period of limitation prescribed for any suit, the time during which the defendant has been absent from British India and from the territories beyond British India under the administration of the Government shall be excluded."

A further amendment to this clause also provides that the benefit given by the clause shall accrue when any party is an Indian soldier and alters the date as originally drafted. The rest are of a purely drafting nature.

Opportunity has been taken to amend the drafting of sub-clause (4) of clause 10. The draftsman considered that the drafting of that section is somewhat defective and the Select Committee agreed and it has been amended as it now stands in the Bill.

I do not know that I need detain the House further on this matter. The report of the Select Committee has been on the table of the House for some days, and the Bill has been before the House since September last. I have not seen any notice of any amendment in connection with the Bill, and I therefore move the motion that stands in my name.

The motion was adopted.

Clauses 2, 3, 4 and 5 were added to the Bill.

**Kumar Ganganand Sinha** (Bhagalpur, Purnea and the Santhal Parganas: Non-Muhammadan): On a point of information, Sir, may I ask the Honourable Member why in clause 6 pre-emption has been excluded from the scope of the Bill?

**The Honourable Sir Alexander Muddiman:** The explanation to that is that it was contained in the original Bill and was then dealt into and no change has been made by the Select Committee in that respect.

Clause 6 was added to the Bill.

Clause 7, as amended by the Select Committee, was added to the Bill.

Clause 8 was added to the Bill.

Clauses 9, 10, and 11, as amended by the Select Committee, were added to the Bill.

Clauses 12, 13, 14 and 15 were added to the Bill.

Clause 1 was added to the Bill.

The Title and the Preamble were added to the Bill.

**The Honourable Sir Alexander Muddiman:** I move that the Bill, as amended by the Select Committee, be passed.

The motion was adopted.

The Assembly then adjourned till Eleven of the Clock on Tuesday, the 10th February, 1925.