Tuesday, 19th February, 1929

THE

COUNCIL OF STATE DEBATES

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COUNCIL OF STATE.

Tuesday, 19th February, 1929.

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

MEMBER SWORN.

The Honourable Sir Frederick Austen Hadow, Kt., C.V.O. (Chief Commissioner of Railways).

ELECTIONS TO THE PANEL FOR THE STANDING ADVISORY COMMITTEE FOR THE DEPARTMENT OF EDUCATION, HEALTH AND LANDS.

THE HONOURABLE THE PRESIDENT: Two further nominations have been received to fill the two vacancies on the panel for the Standing Advisory Committee for the Department of Education, Health and Lands. I have therefore to declare the Honourable Sardar Charanjit Singh and the Honourable Srijut Rama Prasad Mookerjee duly elected to that panel.

THE RAILWAY BUDGET FOR 1929-30.

INTRODUCTORY.

THE HONOURABLE SIR AUSTEN HADOW (Chief Commissioner of Railways): Sir, I rise to present to the Council a statement of the estimated revenue and expenditure of the Governor General in Council for the year 1929-30 in respect of Railways.

2. Since the Budget for the current year was put before the Council a year ago, we have had an appreciable expansion of the mileage of Indian Railways. The additional mileage opened in the year 1927-28 was 699 miles as compared with 421 miles in 1926-27; in the current year we hope that a total additional mileage of about 1,300 miles will have been opened by the end of March 1929 and the total mileage of Indian Railways may, therefore, amount to over 41,000 by the end of this financial year. These figures represent the mileage of all Indian Railways—that is, they include the mileage of railways owned by Indian States, Companies and District Boards. The additional mileage actually financed from the Budget and expected to be opened during the current year will, it is hoped, be about 1,090 miles, bringing up the total State-owned mileage to over 29,500.

3. Moreover there has been an addition to the mileage managed by the State for, since the Burma Railways Company was bought out by Government on the first of January 1929, the working of this railway system has been taken over by the State, so that there are now five systems

[Sir Austen Hadow.]

the East Indian, the Great Indian Peninsula, the North-Western, the Eastern Bengal and the Burma Railways, owned and worked by the State. There are five other important railways, in which the State owns the greater part of the capital, worked by Companies under contract, and there are yet others in which distinct parts are owned by Government and the Companies. The Budget figures are derived from the results of working all the above lines, but are also affected to a minor degree by the working results of certain other Company-owned Railways, on which Government has guaranteed a certain return on capital and is entitled to a share of surplus profits, when earned.

4. For more detailed information in regard to the ownership of different parts of the Indian Railway system, I would refer those who are interested to Appendix A of the Report on Indian Railways, Volume I, for the year 1927-28 which has been published recently. I would remind the Council, also, that a distinction is drawn throughout the Budget figures between commercial lines and strategic lines. The North-Western Railway system includes an appreciable mileage of strategic lines on the North-West Frontier, which are treated separately in the accounts, as the interest on their capital cost and the loss incurred in working them are met from the General Revenues. Having given the Council this brief descriptive sketch of the railway system of India, I will now proceed to the real business of the day, namely, the results of our working of it and our estimate of revenue and expenditure for the year 1929-30, but I would explain that in my remarks generally the figures, which I shall quote, will be for the commercial lines only, for, as I have just explained, the figures of earnings and working expenses of strategic lines are treated separately, and they form an insignificant part of the whole.

Actuals for 1927-28.

5. Considering first the final results for the year 1927-28, it will be seen that the anticipated results, as estimated a few weeks before the close of the year and put before this Council twelve months ago, were not far wrong. Our actual total receipts from commercial lines amounted to nearly 104¼ crores of rupees, about half a crore more than the revised estimate figures, while our working expenses were in excess by ¾ crore as we had not allowed sufficiently for the cost of moving a traffic so much higher than our original estimate, and certain unexpected adjustments had also to be made. The result was, therefore, that our net gain from commercial lines was 1,254 lakhs, 22 lakhs less than the revised estimate, and after meeting the loss on strategic lines we paid 6,28 lakhs as our contribution to general revenues and added 4,57 lakhs to the railway reserve. This, however, is past history now and I will pass on to the revised estimate for the current year.

Revised Estimate, 1928-29.

6. The gross earnings of the current year, as a whole, are considerably better than we expected when preparing our original Budget a year ago. It will be remembered that at that time we estimated that, if the reductions of rates and fares then announced were not introduced, the total receipts might be expected to amount to a little over 105 crores from commercial lines. But we calculated that the reduction of those rates and fares would have the effect of taking 2 crores off this figure, and we

therefore estimated our probable total receipts at about 103¼ crores. We have now increased the figure in the revised estimate to 105¾, which is about 2 crores higher than the actuals for 1927-28. The railway systems mainly responsible for the improvement in earnings up to the end of January were the Madras and Southern Mahratta Railway, the Bombay, Baroda and Central India Railway and the Great Indian Peninsula Railway.

7. Our passenger earnings during the current year have been somewhat disappointing, and under this head we have found it necessary to cut down our Budget figure by 36 lakhs, making it slightly below the actuals for last financial year. This traffic has not in fact responded as quickly as we expected to the reductions in fares introduced last year. The goods earnings, on the other hand, are expected to be 2¾ crores higher than we estimated, and 2 crores more than in 1927-28. As indicated in paragraph 5 of the Budget Memorandum, all the principal commodities have contributed to this result except coal and coke. I shall refer to the question of the coal traffic again presently but it is noticeable that in the first seven months of the current financial year we had nearly as good an increase in total goods ton mileage over the similar period in the year 1927-28 as we had in the latter year over the year 1926-27. In the months April to October 1928 the increase was 377 million, or almost 3·2 per cent.

8. As I have shown, we have been able to anticipate a good increase in earnings in the current financial year. This will not, however, result in higher net receipts, for our original estimate of working expenses during the current year is likely to be exceeded by 2 crores. We have put this figure now at 64¾ crores, which is 1¼ of a crore higher than the final figure for 1927-28. The increase is under the heads Administration, Operation and Depreciation; under the first two it is accounted for largely by extra provision for staff on lines newly opened, and for working a heavier traffic on existing lines. The fuel bill, however, which comes under the head "Operation", shows a reduction by about 9 lakhs in spite of the additional train mileage run and, although this is partly due to a lower price being paid for market coal, it is also attributable to the fuel economy campaign which is being pursued. The higher figure under Depreciation is, of course, accounted for by the large addition to capital expenditure. The estimated expenditure under Repairs and Maintenance is almost the same as last year, but it is worth noting that the cost of keeping our rolling stock in repair is expected to be 14 lakhs less than in 1927-28; this, following on the marked decrease in such expenditure in 1927-28, indicates that further satisfactory progress is being made in our workshop methods.

9. The final result then of the year's working, so far as we can estimate it at present, is likely to show 105¾ crores as our total receipts from commercial lines and total charges amounting to just over 95 crores, leaving a net gain of 10,71 lakhs, which is 183 lakhs less than last year's surplus, but 7 lakhs more than our original estimate for the current year. Of this surplus, 180 lakhs are required to meet the loss on strategic lines, the figures for which call for no particular remarks, general revenues will receive 5,46 lakhs and 3,45 lakhs will go to the railway reserve which, on this anticipation, will amount to 19,30 lakhs at the close of the year.

10. In these circumstances and following up the action which we took twelve months ago in examining what reductions of rates and fares might be expected to stimulate traffic and quickly make good to us the initial loss that is involved in making such reductions, we have again considered what should be done in this direction. As before, we first looked into the question

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of passenger fares. During the current year, as the Council are aware, we have brought into effect reductions of third class passenger fares on all the State-managed Railways, except the Eastern Bengal Railway where the circumstances were special and needed more careful examination. We have now decided to reduce the third class passenger fares for the longer distances on this railway, as we have done on the others, to an extent that would cost us about 8½ lakhs in earnings if no increase were to result. We hope, however, to get a quick response and we estimate the loss in earnings next year due to this reduction at 5 lakhs. We shall also make reductions in rates for the carriage by goods train of fresh fruit and vegetables on the North-Western, East Indian and Eastern Bengal Railways, and reductions in rates for forest produce on the Eastern Bengal and Great Indian Peninsula Railways. These are naturally not to be considered of first rate importance, but probably every one will agree in considering it of first importance to reduce rates for coal, and we have come to the conclusion that the time has come to make a further reduction in these rates. Throughout the current year we have been making a careful examination of the present rates for the carriage of coal, coke and patent fuel, and, in view of the benefits which we can expect to get from the stimulus which cheaper coal will tend to give to up-country industries, we believe that the reduction we propose on coal rates for long distances, though it will no doubt mean an immediate decrease of earnings, will come back to us within a short time. We do not propose to alter the existing scale of rates for distances up to 400 miles, but only the scale for distances over 400 miles. Under the latter scale the rate for the first 200 miles which is 0·15 pie per maund per mile will remain as it is. For the additional distance above 200 miles we propose to reduce rates appreciably on the State-managed Railways (except the Burma Railways), and we hope the Company-managed Railways will adopt the same scale. Our proposals are that, instead of the present rate of 0·07 pie per maund per mile which obtains for coal carried for distances above 200 miles up to 500 miles and 0·06 pie per maund per mile for the additional distance beyond 500 miles, we shall charge a rate of 0·06 pie per maund per mile for the additional distance beyond 200 miles up to 400 miles, and a rate of 0·05 pie per maund per mile for the distance over 400 miles. As an instance of the effect of this, I may mention that the reduced rate from the Jherria coalfields to Lahore will be about Rs. 1-4 less per ton than the present rate. It will be seen that the reduction is an appreciable one, and we estimate that if it were to give us no increase in coal traffic it would cost us 62 lakhs in earnings per year. It has been calculated that these reductions in rates and fares taken together will probably cost us 65 lakhs in the next financial year even after allowing for the immediate increase of traffic which they may be expected to produce.

Budget Estimate, 1929-30.

11. We now come to the Budget estimate for next financial year. As usual we must assume for present purposes that we shall have a fair monsoon, but we have estimated for a smaller increase both in passenger miles and in goods ton miles than we did a year ago and have allowed for the drop in earnings mentioned just now as the estimated effect of the reduced rates and fares. We have thus arrived at a figure of 105¼ crores for our gross traffic receipts from commercial lines in 1929-30, as compared with our revised figure of 104⅛ crores for the current year, and altogether, adding on to

our traffic receipts the interest on balances of Depreciation and Reserve Funds, on investments and our share of profits, etc., from subsidised Companies, we get a figure for total receipts amounting to 107¼ crores as compared with 105¾ crores, our revised estimate for the current year.

12. In calculating our working expenses for next year, we have estimated that our expenditure under the head "Administration" will be the same as the revised figure for the current year, that we shall spend 40 lakhs less under "Repairs and Maintenance" and 13 lakhs more under "Operation". The net result is a decrease of 27 lakhs, but the decrease would have amounted to 55 lakhs if we had not made a special provision of 28 lakhs, 10 under "Administration" and 18 under "Operation", for improving the service conditions of our lower paid employees. As explained in paragraphs 21 and 23 of the Budget Memorandum, we propose to undertake a thorough examination into this matter, and we have already taken preliminary steps to this end. If the proposal to add a new member to the Railway Board is agreed to, it will be one of his duties to conduct this enquiry, but it must be recognised that the enquiry will take some time and that the provision of 28 lakhs for the purpose of ameliorating such conditions of service is little more than a guess at what may be required. We hope to make a further saving of 17 lakhs in the cost of repairing our rolling stock, and about 35 lakhs on our fuel bill, the latter being partly due to the favourable contracts we have recently let for market coal, but more so to the advantage we shall ourselves derive from the reduced coal rates I have previously referred to. With the further increase in our Capital account next year, our payment to the Depreciation Fund will rise by 58 lakhs and our Interest charges by 97 lakhs, and the total charges we expect to have to meet next financial year will amount to 96 crores, or about one crore more than those in the revised estimate of the current year.

13. On our anticipations, therefore, of total receipts amounting to 107¼ crores and charges slightly over 96 crores, we arrive at a net gain from commercial lines in 1929-30 of 11¼ crores, about half a crore more than we expect to get in the current year, but 1¼ crore less than we made in 1927-28. After setting aside 1¾ crores to meet the estimated loss on strategic lines, and paying 6¼ crores to General Revenues, we shall have left 3¼ crores to appropriate to the railway reserve, which, if our estimates are fairly accurate, will have a balance of about 22½ crores on the 31st March 1930. By the same date it is estimated that our depreciation fund will amount to over 13¼ crores.

Capital Expenditure.

14. Turning now to our Capital Budget, I explained twelve months ago the arrangement we had been following, under which each railway was allowed to include in its approved programme works involving expenditure during the year somewhat in excess of what we expected they would spend. I also showed that, as the Engineering organisation on the various railways improved, this over-allotment was becoming less necessary. During the current year Railways have in fact made such good progress with sanctioned works that we now expect them to spend about 26 crores against our Budget estimate of 24 crores. As I have already indicated, we anticipate that during the current year nearly 1,100 miles of new lines, financed from the Budget, will be opened for traffic, and it is here particularly that quicker progress has been made than we anticipated, for our rather cautious estimate of twelve months back mentioned 800 miles as the mileage to be opened during the year.

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15. The most important new line opened throughout during the current year is the north to south connection from Balharshah to Kazipet through His Exalted Highness the Nizam's dominions, which it was originally hoped to open by the end of last financial year. This was not financed from the Railway Board's Budget, but will be such a valuable line in shortening a journey between North and South India that it must be mentioned. Of Budget lines opened during the year or expected to be opened, I would mention as most important the Daltonganj Barkakhana line, 114 miles long, known as the Central Indian Coalfields Railway, the Kangra Valley Railway in the Punjab, 103 miles long, and two important chord lines Villupuram to Trichinopoly, 108 miles, and Dindigul to Pollachi, 75 miles long, both in South India. Most of the other new lines opened are short branches or extensions varying in length from 10 miles to 50 miles.

Capital Budget, 1929-30.

16. In framing our Capital Budget for 1929-30, we have attached great importance to the idea that all possible efforts should be directed to the pushing forward of open line improvement schemes and new lines, which have already been started, so that they may be completed and begin to justify the expenditure on them as early as possible. We have therefore, in consultation with Agents, arranged for their programmes to be prepared with this main object in view and have avoided, as far as possible, allotting funds for the inception of new works until most of the others can be completed. Moreover, we are satisfied that the large over-allotments, which we found it necessary to make in recent years, are now unnecessary and on a proposed Capital expenditure of 26½ crores in 1929-30 we have only allowed an over-allotment of 65 lakhs.

17. On open lines we propose to spend 18,17 lakhs, of which 601 lakhs will be on rolling stock, and on lines under construction and new lines an expenditure of 8,33 lakhs is estimated. In Appendix I, attached to the Budget Memorandum, there is a great deal of detailed information about the items of works and rolling stock which work up to the figure of 18,17 lakhs expenditure which it is proposed to incur next year on our open lines, and the programmes of the individual railway administrations are shown, as usual, in the pink books. I will not weary the Council with detailed remarks about various individual works shown in the Programme, but I should like to make a brief explanation in regard to the headings under which the expenditure is classified. It is hardly necessary for me to invite the attention of the Council again to the need for strengthening the track and bridges on all the more important routes, in order that we may be able to move our increasing traffic with safety, economy and efficiency by means of heavier and faster trains which require heavier locomotives to work them. We have provided 3,30 lakhs for this purpose in 1929-30. It would be obviously uneconomical not to pursue this policy while we have some sections in a route which are not up to standard, for improved working cannot be made altogether effective on an improved section until the adjoining sections are also strengthened. But it would be incorrect to give the impression that it is only under the heading of " track and bridges " that increase of capacity is the object of expenditure on our open lines. In fact the ultimate object of nearly all the open line expenditure analysed under different heads in paragraphs 5 to 7 of Appendix I of the Budget Memorandum is this. The provision of 2,36 lakhs under the heads

"Doubling" and "Electrification", covering the improvement of the Madras suburban lines, and the conversion to electric working of the Great Indian Peninsula Railway main lines from Bombay to the top of the Western Ghauts, is designed directly to obtain increased capacity and more economical working. Expenditure under "Remodelling of Yards" (1,60 lakhs) and "Workshops, etc." (1,42 lakhs) is perhaps not quite as clearly aimed at the same object but is really just as necessary to allow of full advantage being obtained from the work done under other heads. And so with the remaining heads, they all connect up together as bits of the machine, though some of the amenities for passengers fall into a somewhat different category.

18. The 601 lakhs allotted to Rolling Stock in the Budget provide for the entire cost of additional locomotives and vehicles and also for the capital portion of the cost of modern type locomotives and vehicles which are to be obtained in replacement of old and worn out ones. On the Broad Gauge we do not propose to add to the authorised stock of locomotives, but to purchase 146 modern locomotives in replacement of old ones which are out of date and uneconomical to keep in repair. All these 146 will be new standard engines of six different types. For the Metre Gauge lines we propose to get 154 new engines, of which 29 will be additions, and 126 of these will be of the new standard types. It will be seen then that out of a total of 300 new engines included in next year's programme, 257 will be of our new standard types, an indication of the value of Standardisation, for as these engines are requir- ed for seven Broad Gauge Administrations and for seven Metre Gauge Ad- ministrations there would almost certainly have been a very much larger number of types ordered if there had been no standardisation. I might mention that with the addition of these 257 the total number of new standard engines that have been ordered will rise to 606, the year 1929-30 being the fourth programme in which they have appeared.

As regards Coaching Stock, we have included 314 broad gauge and 334 metre gauge units (one bogie carriage reckoning as two units), of which 194 and 210 units respectively will be additions and we have shown 1,353 broad gauge and 2,148 metre gauge goods wagons, of which 758 metre gauge units will be additions. These wagon figures are, it should be noted, exclusive of all special types of goods stock, such as oil tanks, rail and timber trucks, etc., etc. Approximately 3,500 carriage-underframes and wagons included in the 1929-30 programme are to be built to the new standard designs. I would bring to the notice of the Council the large proportion of our new rolling stock which is allocated as renewals, *i.e.*, in replacement of worn out stock of inferior and obsolete types. The debit to our depreciation fund on this account in the year 1929-30 is estimated at 461 lakhs.

19. Among the construction projects, for which provision is made in 1929-30, we have several large ones already in hand, which require heavy allotments of funds if they are to be pushed on with vigour. I will mention a few of these. First, there is the Raipur-Parvatipur project, designed to connect the Central Provinces with the East Coast near the new Harbour of Vizagapatam to which we have allotted 90 lakhs. The aim is that this line and the new Harbour shall be completed at about the same time, for the financial success of each is dependent on the other. Then we have provided 77 lakhs for the Calcutta Chord Railway and Bally Bridge, 50 lakhs for the Lucknow-Sultan-pur-Zafarabad, 50 lakhs for the Minbu-Pakokku project, west of the Irrawaddy in Burma, and 50 lakhs for the main line bridge over the Irrawaddy at Sagaing. There are six other projects (two on the South Indian Railway, one in Sind, two in Lower Bengal and one on the Great Indian Peninsula Railway) which require allotments of 25 lakhs or more.

[Sir Austen Hadow.]

20. A complete list of the construction projects in hand and to be started (we hope) in 1929-30 will be found in Appendix I of the Budget Memorandum. The only new line of major importance, which we propose to start next year, is the Dacca-Aricha cross connection in Lower Bengal, for we desire, as mentioned above, to concentrate effort on the completion of the projects, some of them very large ones, which are already in hand. During the course of next year we hope that we shall add new mileage, not far short of 600 miles, to our open lines. The most important of these are the Guntur-Macherla branch, 80 miles long, in the Madras Presidency south of the Kistna River, the Qilla Saifullah-Fort Sandeman Extension along the Zhob Valley in Baluchistan, 89 miles long, and a section of 83 miles at the south eastern end of the Raipur-Parvatipur Railway.

21. As regards future developments of our railway system, the Council are, I think, aware that it is a definite responsibility of each of our big railway administrations to consider possibilities of new railway extension within its sphere of influence and our Agents have, therefore, a number of further investigations in hand, which are naturally in different stages of progress. Since the Budget for the current year was presented, we have come to the definite conclusion that a new broad gauge connection from Karachi to Agra cannot be considered at present, as the return we should get on the heavy capital expenditure involved would be very small indeed. There are, however, one or two other big projects as well as many little ones which appear to look promising, the most important being the Bombay-Sind connection which may, I venture to hope, find a place in the programme before long.

22. Before I close my remarks on the Capital Budget I must mention one other matter. During the current year Government has bought out the Burma Railways Company at a cost of 4 crores. Notice has now been given to the Southern Punjab Railway Company of Government's intention to purchase the lines owned by them at the end of December next. This will cost us just over 7 crores and bring the total Capital Budget up to 33½ crores. It is anticipated that this will increase our net annual revenue by 47 lakhs, but in addition there will be important administrative advantages to be gained by the transaction.

23. I will not detain the Council much longer. Meetings of our Standing Committees on Standardisation of the various kinds of equipment continue to be held at regular intervals. I have already shown what a large proportion of our orders for rolling stock against 1929-30 is for locomotives, carriage-underframes and wagons of the new standard designs. As regards wagons, we have not got on as quickly as we hoped with the design of a high capacity coal wagon suitable for mechanical loading, and I am afraid we cannot expect to see any of these wagons in service before the end of 1930. The new Standing Committee on Stores Standards and Specifications will, it is expected, hold its third meeting next month. An event of some importance to Indian Railways has lately taken place in the establishment of a Calcutta branch of Messrs. Rendel, Palmer and Tritton, our Consulting Engineers in London. There are many ways, we anticipate, in which this branch will be able to assist our work.

24. Our publicity propaganda continues to grow in new directions, and some of the results obtained are very decidedly encouraging. On certain lines, such as the Eastern Bengal and Great Indian Peninsula Railways, students' specials, bazaar specials, and third class conducted excursions are apparently

creating an entirely new traffic. The Great Indian Peninsula Railway received so many demands for students' specials during the last X'mas holidays that they had not sufficient stock to meet them. We are further satisfied that one of the best ways of encouraging railway travel amongst the illiterate masses is by means of Cinemas, and as all the State Railways have now provided themselves with Cinema cars, the number of free Cinema displays given during the current year has been very great. On the Railway side also we have made progress especially in the 'safety first' line. A further recent development has been the out-turn of a third class pilgrim tourist car by the North-Western Railway, which was recently on view in our Publicity Exhibition close by. This car will, we hope, be found suitable for marriage parties and for parties attending places of pilgrimage. A similar metre gauge car on the South Indian Railway has met with a very favourable reception by the public, and we hope that those constructed by the North-Western and East Indian Railways will also be freely used.

Our Publicity Bureau in London has become so popular that it has been decided to take premises of our own and we are now in negotiation for the opening of a similar Bureau in New York. There can be no doubt of the value of the foreign tourist traffic to India and there are distinctly good signs of this improving under the Publicity campaign which is now being carried on in Europe.

I hope that some of the Honourable Members of this Council were able recently to visit the Exhibition, which the officers of our Publicity Department organised, and have been able to realise from it the extent of our activities in this line.

25. I have indicated, Sir, how our railway system is growing, and how our earnings are steadily improving. We have been able to show at the same time that the annual cost of keeping our rolling stock in repair has decreased in the last two years and that we hope for a further decrease next year. Moreover, we are carrying through our repairs more quickly so that rolling stock spends less time out of use and this means less capital expenditure on additional stock to carry the increasing traffic. We are also reducing our fuel consumption per unit of work done, and in other ways, as we know by our statistics, our operation work has noticeably improved. I do not mean to suggest that we shall rest satisfied with these results or that there is not ample scope for further improvement and progress; I can assure the Council that we try to keep our eyes open to any possible means of obtaining still better results in all ways. There are other matters on which I should have liked to speak in order that I might give the credit that is due to the various grades of our staff for their continued efforts, but I hope, Sir, that the results we have been able to show will be considered satisfactory by this Council, and that I have not wearied Honourable Members unduly by the length of my remarks.

PRESIDENCY-TOWNS INSOLVENCY (AMENDMENT) BILL.

THE HONOURABLE SIR BROJENDRA MITTER (Law Member): Sir, I move that the Bill further to amend the Presidency-towns Insolvency Act, 1909, for a certain purpose be taken into consideration.

Sir, as I explained last week, the scope of the Bill is to extend the period for the declaration and distribution of the first dividend by the Official Assignee from six months to a year. Six months' time has been found to be much too

[Sir Brojendra Mitter.]

short, and the Madras Government proposed to legislate in the Provincial Council to extend this period to a year. The Government of India thought this was a matter which concerned other places than Madras, and this Bill has therefore been introduced in the Central Legislature.

Sir, I move.

The motion was adopted.

Clause 2 was added to the Bill.

Clause 1 was added to the Bill.

The Title and Preamble were added to the Bill.

THE HONOURABLE SIR BROJENDRA MITTER: Sir, I move that the Bill be passed.

The motion was adopted.

The Council then adjourned till Eleven of the Clock on Friday, the 22nd February, 1929.