

Monday, 17th February, 1930

THE
COUNCIL OF STATE DEBATES

VOLUME I, 1930

(17th February to 3rd April, 1930.)

EIGHTH SESSION
OF THE
SECOND COUNCIL OF STATE, 1930



CALCUTTA: GOVERNMENT OF INDIA
CENTRAL PUBLICATION BRANCH
1930

CONTENTS.

	Pages.
Monday, 17th February, 1930—	
Members Sworn	1
Messages from His Excellency the Governor General ...	2
The Railway Budget for 1930-31	2-8
Special Marriage (Amendment) Bill—Introduced ...	9
Repealing and Amending Bill—Introduced ...	9
Prisons (Amendment) Bill—Introduced ...	10
Motion <i>re</i> Attempt to wreck the Viceregal Train ...	10-14
Death of Khan Bahadur Nawabzada Saiyid Ashrafuddin Ahmed	14
Governor General's Assent to Bills	15
Bills passed by the Legislative Assembly laid on the Table ...	15
Message from the Legislative Assembly ...	16
Committee on Petitions	16
Congratulations to Recipients of Honours ...	16-18
Wednesday, 19th February 1930—	
Questions and Answers	19-44
Resolution <i>re</i> Announcement by the Governor General on the Subject of Constitutional Progress in India—Adopted ...	44-59
Thursday, 20th February, 1930—	
Member Sworn	61
Messages from His Excellency the Governor General ...	61
General Discussion of the Railway Budget ...	61-76
Statement of Business	77
Monday, 24th February, 1930—	
Member Sworn	79
Bill passed by the Legislative Assembly laid on the Table ...	79
Motion for the Election of a Member to the Governing Body of the Indian Research Fund Association ...	79
Election of a Panel for the Central Advisory Council for Railways	80
Indian Patents and Designs (Amendment) Bill—Passed, as amended	80-82
Dangerous Drugs Bill—Passed	83-84
Special Marriage (Amendment) Bill—Passed ✓ ...	84
Repealing and Amending Bill—Passed ...	85
Prisons (Amendment) Bill—Passed ...	85
Thursday, 27th February, 1930—	
Member Sworn	87
Questions and Answers	87-88
Messages from His Excellency the Governor General ...	88
Election of a Member to the Governing Body of the Indian Research Fund Association	89
Elections to the Panel for the Central Advisory Council for Railways	89
Resolution <i>re</i> Prohibition of the Import of Vegetable Ghee— Negatived	89-109

Friday, 28th February, 1930—

Member Sworn	...	...	...	...	111
Questions and Answers	...	...	...	...	111-18
Bills passed by the Legislative Assembly laid on the Table	...	...	...	...	114
General Budget for 1930-31	...	...	...	...	114-22
Statement of Business	...	...	...	...	122

Tuesday, 4th March, 1930—

Resolution <i>re</i> Road Development—Adopted	...	...	...	123-31
Transfer of Property (Amendment) Bill—Passed	...	...	...	132
Indian Sale of Goods Bill—Passed	...	...	...	132-38
Indian Contract (Amendment) Bill—Passed	...	...	...	138-39

Thursday, 6th March, 1930—

Member Sworn	...	...	...	...	141
Questions and Answers	...	...	...	...	141-42
General Discussion of the General Budget	...	...	...	...	143-90
Statement of Business	...	...	...	...	190

Monday, 10th March, 1930—

Question and Answer	...	...	...	...	191
Bills passed by the Legislative Assembly laid on the Table	...	...	...	...	191
Messages from the Legislative Assembly	...	...	...	...	191-92
Resolution <i>re</i> Recommendation of the International Labour Conference concerning the Prevention of Industrial Accidents—Adopted	...	...	...	...	192-94
Indian Income-tax (Amendment) Bill—(Amendment of Sections 2, 23, etc.)—Passed, as amended	...	...	...	...	195-98
Indian Income-tax (Amendment) Bill—(Amendment of Sections 14, 25A, etc.)—Passed, as amended	...	...	...	...	198-200
Transfer of Property (Amendment) Supplementary Bill—Introduced	...	...	...	...	200
Destructive Insects and Pests (Amendment) Bill—Introduced	...	...	...	...	200-01
Motion for Elections to the Standing Committee on Roads—Adopted	...	...	...	...	201

Tuesday, 11th March, 1930—

Members Sworn	...	...	...	...	203
Resolution <i>re</i> Slump in Government Securities—Adopted, as amended	...	...	...	...	203-20

Wednesday, 12th March, 1930—

Questions and Answers	...	...	...	...	221-26
Elections to the Standing Committee on Roads	...	...	...	...	226
Cantonments (House-Accommodation Amendment) Bill—Passed	...	...	...	...	226-27
Insolvency Law (Amendment) Bill—Passed	...	...	...	...	227-28
Destructive Insects and Pests (Amendment) Bill—Passed	...	...	...	...	228-29
Transfer of Property (Amendment) Supplementary Bill—Passed	...	...	...	...	229-30
Elections to the Standing Committee on Roads	...	...	...	...	230
Statement of Business	...	...	...	...	231

	Pages.
Tuesday, 18th March, 1930—	
Members Sworn	233
Questions and Answers	233-44
Resolution <i>re</i> Serious after-effects of vaccination—Negatived	245-49
Child Marriage Restraint (Amendment) Bill—Introduced ✓	249-50
Inland Steam-vessels (Amendment) Bill—Passed ...	250-70
Appendix	271-450
Wednesday, 19th March, 1930—	
Questions and Answers	451-54
Statement laid on the Table	454-62
Indian Tariff (Amendment) Bill—Passed	463
Indian Income-tax (Third Amendment) Bill—Passed ...	463-64
Indian Railways (Amendment) Bill—Passed	464-67
Steel Industry (Protection) Bill—Passed	467-68
Motion <i>re</i> Elections to the Standing Committee on Pilgrimage to the Hedjaz—Adopted	468-69
Thursday, 20th March, 1930—	
Member Sworn	471
Nominations for Election to the Standing Committee on Pilgrimage to the Hedjaz	471
Resolution <i>re</i> Publication of an abridged vernacular edition of the Annual Summary of India's Progress—Withdrawn	471-75
Cattle Protection Bill—Introduced	475
Resolution <i>re</i> Date for the convening of the Round Table Conference—Adopted, as amended	476-95
Statement of Business	495
Tuesday, 25th March, 1930—	
Member Sworn	497
Questions and Answers	497-502
Bill passed by the Legislative Assembly laid on the Table ...	502-03
Elections to the Standing Committee on Pilgrimage to the Hedjaz	503-04
Thursday, 27th March, 1930—	
Members Sworn	505
Indian Finance Bill—Passed	505-64
Valedictory Speeches in connection with the impending retire- ment of the Honourable Khan Bahadur Sir Muhammad Habibullah	564-67
Tuesday, 1st April, 1930—	
Members Sworn	569
Questions and Answers	569-78
Messages from the Legislative Assembly	578
Bills passed by the Legislative Assembly laid on the Table	578-79
Thursday, 3rd April, 1930—	
Question and Answer	581
Cotton Textile Industry (Protection) Bill—Passed ...	581-602
Silver (Excise Duty) Bill—Passed	602-03
Indian Companies (Amendment) Bill—Passed	604-05

THE
COUNCIL OF STATE DEBATES
(OFFICIAL REPORT OF THE EIGHTH SESSION OF THE SECOND
COUNCIL OF STATE.)

VOLUME I—1930.

COUNCIL OF STATE.

Monday, 17th February, 1930.

The Council met in the Council Chamber of the Council House in New Delhi, at Eleven of the Clock, being the first day of the Eighth Session of the Second Council of State, pursuant to section 63D (2) of the Government of India Act. The Honourable the President (the Honourable Sir Henry Moncrieff Smith, Kt., C.I.E.) was in the Chair.

MEMBERS SWORN :

- The Honourable Khan Bahadur Sir Muhammad Habibullah Sahib Bahadur, K.C.S.I., K.C.I.E., Kt. (Education, Health and Lands Member) ;
- The Honourable Mr. Harry Graham Haig, C.S.I., C.I.E. (Home Secretary) ;
- The Honourable Sir Arthur Cecil McWatters, Kt., C.I.E. (Finance Secretary) ;
- The Honourable Sir Jahangir Cooverjee Coyajee, Kt. (Bengal : Nominated Official) ;
- The Honourable Mr. John Armstrong Shillidy (Industries and Labour Secretary) ;
- The Honourable Mr. Arthur Purling Middleton (Bihar and Orissa : Nominated Official) ;
- The Honourable Mr. Thomas Guthrie Russell (Chief Commissioner, Railways) ;
- The Honourable Diwan Bahadur K. Sundaram Chettiyar Avargal (Madras : Nominated Official) ;
- The Honourable Khan Sahib Khwaja Muhammad Abdul Majid Khan (Punjab : Nominated Official) ;
- The Honourable Mr. Archibald Morven Macmillan, C.I.E. (Bombay : Nominated Official).

MESSAGES FROM HIS EXCELLENCY THE GOVERNOR GENERAL.

THE HONOURABLE THE PRESIDENT : I have a Message for the Council from His Excellency the Governor General :

PANEL OF CHAIRMEN.

" In pursuance of the provisions of sub-section (2) of section 63A of the Government of India Act, I, Edward Frederick Lindley, Baron Irwin, hereby nominate the following Members of the Council of State to be on the Panel of Chairmen of the said Council of State :

In the first place, the Honourable Rai Bahadur Lala Ram Saran Das ; in the second place, the Honourable Sir Sankaran Nair ; in the third place, the Honourable Saiyid Mohamed Padshah Sahib Bahadur ; and lastly, the Honourable Sir Arthur Froom.

(Sd.) IRWIN,

Viceroy and Governor General. "

I have a further Message from His Excellency for the Council :

RAILWAY BUDGET.

" For the purposes of sub-section (1) of section 67A of the Government of India Act and in pursuance of rule 43 of the Indian Legislative Rules and of Standing Order 70 of the Council of State Standing Orders, I, Edward Frederick Lindley, Baron Irwin, hereby appoint Monday, the 17th February, for the presentation to the Council of State, and Thursday, the 20th February, for the general discussion in the Council of State, of the statement of the estimated annual expenditure and revenue of the Governor General in Council in respect of Railways.

(Sd.) IRWIN,

Viceroy and Governor General. "

(The Messages were received by the Members of the Council standing.)

THE RAILWAY BUDGET FOR 1930-31.

THE HONOURABLE MR. T. G. RUSSELL (Chief Commissioner, Railways) : Sir, in rising to present a statement of the estimated revenue and expenditure of the Governor General in Council for the year 1930-31 in respect of Railways, I must, first of all, crave the Council's indulgence. It must always, I imagine, be a nervous moment for a new Member when he first catches your eye, Sir, and stands up to make his maiden speech. But I venture to submit that the task is still more intimidating when that speech has necessarily to deal with a complicated mass of figures, and this, of course, cannot be avoided in presenting the Railway Budget. I can only say that I shall do my best to be as little wearisome as possible to the Council, and even if I fail in that endeavour, I trust that Honourable Members will overlook the shortcomings of an inexperienced recruit to their ranks.

2. I do not think I need spend much time on the final results of last year for they are generally known. Our traffic in February and March fell below our expectations, and chiefly for this reason we were able to carry only 2,58 lakhs to our reserve instead of the 3,45 lakhs we had expected. Even so, the balance in the reserve at the beginning of the present year amounted to the

satisfactory figure of about 18½ crores. We also put 2,40 lakhs net into the depreciation fund raising the balance in that fund to nearly 11½ crores. This was much what we expected when my predecessor presented last year's statement to the Council.

3. I can now turn to the current year, and I must admit that we have not done as well as we had reason to expect. Our traffic has suffered from the prolonged labour troubles in Bombay and from the heavy floods in certain parts of the country, while the general trade depression has counteracted the stimulating effect for which we had hoped from the reductions of rates and fares during the past two years. It is only owing to our purchase of the Southern Punjab Railway in January last and to the pilgrim traffic to the Kumbh Mela at Allahabad which seems to have surpassed all past records, that we are able to estimate our traffic receipts from commercial lines at 1,02 crores 86 lakhs, which is 80 lakhs above last year's figures. But, even so, we shall be 1,81 lakhs below the original budget figure. The Council will realise that these are estimates prepared when the results of two of the heaviest traffic months are still unknown, and as in these months our earnings may easily vary by 20 lakhs from one week to another, a forecast is extremely difficult. Actually last week our earnings showed signs of improvement, and if this is maintained we may do better than we now think it safe to expect. It is the parcels and goods traffic which have been particularly disappointing. Parcels traffic in prevailing conditions has not responded to the reductions in rates which we introduced in January 1929, and, except for coal and cotton, there have been—or had been up to the 25th of January—substantial decreases in the loadings of most of the principal commodities that we carry. Even with coal, I am afraid, the increase is due more to the fact that railways started the current year with depleted stocks which they had to fill up than to any marked increase in the public demand.

Our working expenses have also been higher than we had reason to expect a year ago. I will not go into certain accounts adjustments which affect the comparative figures; such Honourable Members as may be interested in them will find an explanation of them in our budget memorandum. Briefly, we have had to pay about 18 lakhs for the repair of flood damages and our bill for repairing and maintaining rolling stock has also risen substantially. I should like to explain, however, that this is not due to any increase in the actual cost of repairs, which is still falling satisfactorily. Taken as a whole, it can be ascribed to the fact that we have found it necessary to repair more locomotives and other rolling stock in the current year in order to keep the stock in first-rate condition, partly because the strikes in the Bengal Nagpur Railway's workshops at Khargpur and in the South Indian Railway's workshops at Negrapatam had caused those railways to fall into arrears in their repair programmes.

The increase in our working expenses over the previous year's figure is also partly due to the efforts we are making to improve the conditions in which our lower paid employees work. Honourable Members will find in the budget memorandum a good deal about what we have achieved in this direction in the current year; it is not as much as we could have wished. We have been delayed to some extent in giving effect to the Washington and Geneva Conventions relating to hours of work and the weekly day of rest by the fact that the Bill which will enable us to deal comprehensively with this matter is still on the legislative anvil. But all our arrangements are ready as soon as that Bill is passed into law for giving effect to its provisions. We are also well advanced with proposals for revising the scales of pay of lower paid staff where on investigation they are found to be too low; and in fact I hope that we shall be

[Mr. T. G. Russell.]

able to issue orders on this point with regard to one of the State-managed railways in the course of the next week or two. But I am sure Honourable Members will recognise that any comprehensive revision means a great deal of detailed investigation to secure that the money is spent where it is really needed, and that this detailed investigation must necessarily take some time. I can, however, assure the House that this matter is being most actively pursued, for within the limits of our means we are anxious to remove any legitimate cause for complaint on the part of our employees that they are under-paid for the work which they do. What we want is a contented staff, and a staff which, because it is contented, is efficient. At the same time it is our duty to see, and we propose to see, that no concession is given to demands which are unreasonable. It must be realised that it is the railway user who foots the bill and we have his interests also to consider. We feel sure that no one would wish that the railway servant should not receive a fair wage, but it must be a fair wage for a fair day's work.

4. I must return to the figures of our revised estimates. We have had to pay in the current year instead of in 1928-29, as we had expected, the surplus profits for the last nine months of the Burma Railways contract to the Company, it is this in the main that has led to an excess of over a quarter of a crore over the budget estimate here. We have also got to find 1,09 lakhs more than in the previous year for interest on the capital invested in railways, and, owing to the development of the railway system and its equipment, to provide 58 lakhs more for depreciation. The final result is that we anticipate total receipts from commercial lines of 1,04 crores 88 lakhs, which is 1,28 lakhs higher than last year's figure, and total charges of 97 crores 81 lakhs, which is 3,74 lakhs higher than last year's figure. If these estimates prove accurate we should be left with a surplus on commercial lines of 7,07 lakhs, of which 1,81 lakhs will be required to meet the loss on strategic lines. Chiefly owing to flood damages, that loss is expected to be some 9 lakhs more than last year. There will be a balance of 5,26 lakhs which will go towards our contribution to general revenues. But the present arrangements are that the fixed contribution is calculated on the results of two years back and 1927-28 was a better year for us than the average. We have therefore to find 6,12 lakhs as our fixed contribution this year, and, on our present estimates, have only 5,26 lakhs with which to meet it. We shall consequently have to draw 86 lakhs from our reserve fund, reducing the balance in the fund at the end of the current year to 17 crores 56 lakhs. Our operations against the depreciation fund are expected to result in an increase of 1,10 lakhs in the balance in the fund, leaving the balance at the end of the year just over 12½ crores. To sum up, I think we may say that though for the reasons I have given, 1929-30 has been a poor year for railways, they have not, considering all the vicissitudes of the year, done too badly and at the end of the year their financial position is still quite sound.

5. It is always difficult to make a satisfactory forecast of what the Railways may expect to do in the succeeding year, for we have, under the present arrangements, to frame that forecast at a time when there is very little to go on; so much depends on what the monsoon will be like and also on the general state throughout the year of trade and industry. But it is more than usually difficult, I think, to frame reliable estimates for next year in view of the existing trade depression, and of the other conditions prevailing in India to-day which undoubtedly have their repercussions on our traffic.

We have assumed, as we usually do, that the monsoon will be normal, and that there may be perhaps some slight recovery in trade ; but while we have tried to avoid undue pessimism, we have not thought it wise to be too optimistic. We are therefore only anticipating a moderate growth in our traffic receipts. We put our gross receipts from commercial lines at 1,07 crores 82 lakhs which is just less than 3 crores above our present revised estimate ; but it must be remembered that we shall be getting the whole receipts for a complete year from the Southern Punjab Railway instead of for only 3 months ; and these are estimated at 1,70 lakhs.

Our working expenses we expect to be 68 crores 9 lakhs, which is 1,36 lakhs more than the revised estimate ; but nearly half of this is due to the larger sum which we shall require to put into the depreciation fund. We are providing 25 lakhs for the introduction of further schemes to improve the lot of our lower paid employees in accordance with the policy which I have already explained to the House, and have also to expect a growth of about 12 lakhs in our fuel bill partly because the price of market coal is likely to be higher than it has been the last year or two ; and partly owing to the increased use of electric power on the Great Indian Peninsula Railway. Lastly—I am only attempting to mention some main items in the account, full details of which are in the memorandum—we shall want 65 lakhs more for working expenses of the Southern Punjab Railway, representing the amount which would have been paid by the Company, had it continued in existence. Of the charges other than working expenses I need only mention a further growth of 1,02 lakhs for interest.

To sum up, our budget estimates assume total receipts from commercial lines of 1,07 crores 82 lakhs and total charges of 99 crores 94 lakhs giving us a surplus of 7,88 lakhs. As an indication that our estimates have been prepared on cautious lines I would mention that this figure is lower than the surplus actually obtained in any year since 1923-24, though it is 81 lakhs above our revised estimate for the current year. After paying the loss on strategic lines, which we put at 1,80 lakhs, it will suffice to pay the fixed contribution of 5 crores 74 lakhs to general revenues and will leave a small balance of 34 lakhs for transference to the railway reserve. I shall be dealing in a minute or two with our programme of work which will be financed from capital and the depreciation fund next year ; and will only mention here that the effect of that programme will be to reduce our withdrawals from the fund substantially, so that the balance in the fund at the end of the year will be increased by 4,75 lakhs to 17 crores 26 lakhs.

Before, however, I turn to the programme of works, there are two subjects which I should like to mention to the Council.

6. The subject of improving amenities for passengers, especially third class passengers, continues to receive the special attention of the Railway Board and Railway Administrations. It may interest the Council to detail a few of the measures which have been taken towards this end. The most important question is undoubtedly that of overcrowding in third class carriages. I think the improvement in this respect can best be expressed by a comparison between the number of third class passengers carried six years ago and to-day compared with the accommodation provided in these years. Six years ago the Railways of India transported 545 million third class passengers ; during 1928-29 this number had increased to 592 millions, an increase of 8·6 per cent., whereas the seating capacity of third class carriages had increased from 957,000 to 1,088,000, an increase of 14 per cent. The passenger train miles have

[Mr. T. G. Russell.]

increased during the same period from 64½ million miles to 83½ million miles, or by about 29 per cent.

It may also be of interest to record that the practice of carrying third class passengers in goods wagons at the time of large melas has practically ceased, at least on all main lines, and even during the Kumbh Mela at Hardwar in 1927 and I believe I am correct in saying at the Kumbh Mela at Allahabad this year, it was found possible to provide passenger stock for all passengers. Since 1st April 1924, 68 additional Indian Refreshment Rooms have been opened, 158 tea and refreshment stalls and 112 vendor shops have been provided, 426 waiting halls have been added and water supply improved at 559 stations. Passenger platforms are being raised at busy passenger stations as far as funds permit and in accordance with a regular programme.

7. The various Standing Committees formed to advise the Railway Board on questions relating to standardization of equipment employed on Indian Railways have continued to meet regularly and do useful work throughout the year. The Locomotive Committee has completed detailed drawings for 13 standard types of broad, metre and 2' 6" gauge locomotives and the drawings for three further standard types are nearing completion. Approximately 745 locomotives, to be built to the drawings of the 13 standard types referred to, have already been ordered, of these approximately 340 engines are now in service. The performance of these locomotives is being carefully watched and reports received from all sources regarding their behaviour are considered by the Committee. Such modifications in design as the Committee recommends and which have the Railway Board's approval are embodied in the standard drawings and are thus automatically given effect to on all future locomotives ordered. Generally speaking the new standard types are giving excellent results. When compared with previous types, they show increased speed and hauling capacity, combined with a reduced fuel consumption. The introduction of standard locomotives for use on all State Railways and the inclusion of the locomotive requirements of all railways in one combined call for tenders has resulted in a very large reduction in the number of different types of locomotives ordered each year, with a corresponding increase in the number of engines of each standard type. This policy must ultimately result in a considerable reduction in the first cost of our locomotives. The Locomotive Committee has not confined its attention entirely to the design of new locomotives; it has devoted considerable time to the improvement of existing types, and as a result of its efforts it has been possible to modernise a large number of existing locomotives, by converting them from saturated to superheated steam, with a resultant increase in hauling capacity and reduction in fuel consumption. The Carriage and Wagon Standards Committee has also not been idle; detailed drawings of 39 standard types of broad, metre and 2' 6" gauge carriage underframes and wagons have now been completed and the drawings for 14 further types are nearing completion. To the drawings of the 39 standard types referred to some 6,700 vehicles have been ordered to date, of which approximately 6,400 have either been or will be manufactured in this country. My remarks regarding the standardization of locomotives reducing their first cost apply equally to carriage underframes and wagons. The position is, however, different inasmuch as there are no locomotive builders established in this country, whereas there are several wagon building firms. If we consider the position of the Indian wagon building firms in relation to firms in other parts of the world, it will at once be seen that as a result of standardization the Indian

firms will be called upon to build only a limited number of standard types, and should therefore be in a position to introduce mass production methods and so successfully meet foreign competition from firms that normally receive orders for vehicles of every conceivable type from all parts of the world.

The Standing Committee on Standards and Specifications has continued its work of framing specifications and standards for all class of stores in general use on Railways, but owing to shortage of staff, it has only recently been possible to commence the work of drafting and publishing specifications in accordance with the Committee's recommendations. As the purchase of stores in this country is extended the need for the issue of standard specifications for the guidance of local manufacturers and merchants grows more urgent and it is hoped that this work will be well advanced before the close of the next financial year when the New Stores Purchase Rules will be given effect to. Generally the effect of standardization must be to confine our business more and more to the Indian market.

8. The Council will remember that the approved programme for 1929-30 provided for a capital expenditure of 37 crores of rupees, of which $26\frac{1}{2}$ crores was new capital and the balance of $10\frac{1}{2}$ crores was to be drawn from the Depreciation Fund. We now anticipate that we shall spend a total of 35.65 lakhs of which 24.15 lakhs will be new capital. The main cause for the difference between our budget and anticipated expenditure is that we expect to spend 1.42 lakhs less than we anticipated under new construction. This to a great extent is due to the policy we announced last year of concentrating on completing the schemes already in hand before we undertook new schemes, so that we might obtain an early return on the money expended. The most important lines opened during the year were the Trichinopoly-Pudukkottai section of the Trichinopoly-Manamadura Chord, the Raipur-Jhonk section of the Raipur-Vizianagram Railway, the Guntur-Macherla Railway, Myingyan-Myotha section of the Myingyan-Paleik Railway, Natmauk Nyaungdo section of Taungdwingyi Kyaukpodaung Railway and Chandpur Bijnor Muzzampur Narain Railway. In all until the end of January, 21 new lines or sections of new lines had been opened to traffic, and it is anticipated that 5 more will be opened before the end of the present financial year.

As regards open line works, the most important were the opening of the new alignment on the Bhor Ghat on the Great Indian Peninsula Railway, which eliminates the reversing station and thereby increases the loads of goods trains, and the opening of the electric service to Poona on the same line. This when it comes into full operation will give a handsome return on the capital cost through reductions in working expenses.

In framing our capital programme for 1930-31 we have followed the same principles as we did last year, *viz.*, to press on with the completion of works already in hand and so reduce our future commitments. Our budget estimate for this year is a very modest one, and only allows for an expenditure of $25\frac{1}{2}$ crores, after allowing for a reduction in our stores balances of $\frac{3}{4}$ of a crore. Of this amount $16\frac{3}{4}$ crores will be new capital and the remainder will be found from the Depreciation Fund. But although our programme is a modest one there is one direction in which we have decided not to call a halt. We are making a special provision of 25 lakhs during 1930-31 for expenditure on the construction of quarters, which will be required for the additional staff necessitated by the adoption of the Hours of Work and Rest Rules based on the Washington

[Mr. T. G. Russell.]

and Geneva Conventions. This is in addition to the provision made on all the railways, to the extent of 61 lakhs for additions to and improvements in staff quarters for our subordinate staff.

Five crores of rupees will be devoted to the construction of new lines, to be spent, with the exception of 2 lakhs for certain sidings on the East Indian Railway, on lines on which work is already proceeding. Though our programme of new construction has been very much curtailed I do not think there is any need for despondency in this respect. It must be remembered that during the past five years about 2,300 miles of new lines have been opened to traffic, and even if there had been no shortage of funds next year it might have been necessary to call a halt in the rate at which new lines could be constructed. The construction of lines in fresh country may be compared to an advancing army. Just as an army can only advance a certain distance before it becomes necessary to consolidate behind the line, so with railways the construction of branch lines must be limited to the carrying capacity of the main trunk lines, and I feel that the most urgent necessity at the present time is to increase the capacity of our main trunk lines, so that they may keep pace with the traffic offering from branch lines already constructed and which will be constructed as soon as the money market becomes easier. The capacity of a line may be increased in various ways—by electrification, by doubling, by increasing the strength of the track and bridges so that more powerful locomotives hauling heavier trains may run, by increasing the number of crossing stations, by the installation of up-to-date interlocking at wayside stations so that trains may pass through at speed, and in various other directions. Practically all these methods of increasing capacity are reflected in our works programme for next year ; we have provided for the completion of the electrification of the Great Indian Peninsula Railway between Bombay and Poona and Bombay and Igatpuri ; a start will be made on the doubling of the Cawnpore-Tundla section of the East Indian Railway—this section to a very large extent controls the traffic between Calcutta and the North, and in the view of the Railway Board is one of the most urgent works in the programme ; extensive rail renewals are proposed on the main line of the North Western Railway between Delhi and Bhatinda, and on the Great Indian Peninsula Railway between Itarsi and Agra and between Poona and Sholapur, and on the East Coast Line of the Bengal Nagpur Railway. Heavy bridge renewals are programmed on the Bengal Nagpur Railway, the Great Indian Peninsula Railway and the Bombay, Baroda and Central India Railway. These works, though they may not be as spectacular as the construction of new lines, all tend to improve our property and will give an immediate return through savings in operating expenses.

9. I have done my best, Sir, to place before the Council the principal figures of our revised estimate for this year and those of our budget estimate for the year 1930-31. I have at the same time endeavoured to give brief account of our stewardship, and although I have necessarily had to leave out a great many matters which are of public interest and perhaps of particular interest to this Council, I hope I have said enough to show that our general financial position is sound and that there is no need for depression, even if in certain years our earnings fall below our expectations. In conclusion I would like to take the opportunity of bringing to the notice of the Council the valuable service which the Agents, officers and staff of the various Railway Administrations have rendered to the country, and the assistance they have been to the Railway Board in their endeavours to improve efficiency and introduce economies wherever possible. (Applause.)

SPECIAL MARRIAGE (AMENDMENT) BILL.

THE HONOURABLE MR. H. G. HAIG (Home Secretary) : Sir, I beg to move for leave to introduce a Bill further to amend the Special Marriage Act, 1872, for certain purposes.

This is a Bill of a simple character which raises no question of principle. It is merely intended to remedy an administrative defect to which attention has recently been called by a judgment of the Calcutta High Court. Section 2 of the Special Marriage Act prescribes the conditions under which marriages can be celebrated under the Act, and one of those conditions is that each party must, if he or she is under the age of 21, have obtained the consent of his or her father or guardian to the marriage. In the form of declaration to be made there is a clause which says : " The consent of my father or guardian has been given to a marriage between myself and C. D. and has not been revoked ". But there is nothing in the form of declaration which makes it obligatory on either of the parties to declare what their exact age is. Consequently there is nothing really to force a person who appears before the Registrar to complete that clause 5 and refer to the consent of the father or guardian having been obtained. The main object of this Bill is to remedy that defect by making it obligatory for each person to state clearly that his or her present age is above or below 21 years, and if it is below 21 years then it clearly becomes necessary for him or her to say that the consent of the father or guardian has been given. Apart from this, which is the main provision of the Bill, there are a few detailed provisions intended to secure more plainly the proper identification of the parties and witnesses.

Sir, I move.

The motion was adopted.

THE HONOURABLE MR. H. G. HAIG : Sir, I introduce the Bill.

REPEALING AND AMENDING BILL.

THE HONOURABLE SIR LANCELOT GRAHAM (Secretary, Legislative Department) : Sir, I move for leave to introduce a Bill to amend certain enactments and to repeal certain other enactments.

The object of this Bill is to make some necessary amendments of a formal nature in certain enactments and to repeal certain spent or useless matter in the Statute-book. The reasons in detail for the proposed amendments and repeals are clearly set out in the Statement of Objects and Reasons.

Sir, I move.

The motion was adopted.

THE HONOURABLE SIR LANCELOT GRAHAM : Sir, I introduce the Bill.

PRISONS (AMENDMENT) BILL.

THE HONOURABLE MR. H. G. HAIG (Home Secretary): Sir, I beg to move for leave to introduce a Bill further to amend the Prisons Act, 1894, for a certain purpose.

This is a measure of an administrative character intended to simplify the arrangements for the segregation of adolescents in jails. Briefly, the object of the Bill is to enable the jail authorities to deal satisfactorily with the segregation of adolescents without at the same time being forced, as they are at present, to divide them into an unreasonable number of categories. The measure has the support of all Local Governments. In effect the main object is to eliminate the necessity of forming separate classes between the ages of 18 and 21. It has recently been decided that the age for adolescents should be raised from 18 to 21, and the object of this Bill is to enable the whole of the classes up to 21 to be divided into the prescribed categories.

Sir, I move.

The motion was adopted.

THE HONOURABLE MR. H. G. HAIG: Sir, I introduce the Bill.

ATTEMPT TO WRECK THE VICEREGAL TRAIN.

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

“ This Council gives expression to its strong feelings of abhorrence and detestation at the dastardly and insensate attempt to wreck the Viceregal train near Delhi on the 23rd December last, and congratulates Their Excellencies Lord and Lady Irwin and their party on their providential escape . ”

Sir, according to the Indian tradition and sentiment, a certain amount of sanctity attaches to the person of the Sovereign. According to European notions a constitutional monarch can do no wrong ; blame always attaches to his ministers. The Viceroy is the representative in India of the Sovereign and shares with him his protective privileges. Apart from this, Lord Irwin has the strongest claims to our gratitude on account of his genial courtesy and his sympathy with Indian aspirations. His Excellency has been fighting our cause in India and at home as best as his person, place and office could permit. Even in the teeth of bitter opposition from the Press at home he has been literally true to his word of honour. India is passing through a critical stage of its history. We are placed under conditions and circumstances unprecedented in the history of our country. Lord Irwin has had to deal with problems which never presented themselves before, and he has given proof of transparent honesty, sincerity and goodwill. Those who select as the victim of their dastardly deed a Viceroy so noble and virtuous, who, like the late Lord Hardinge, has taken the bomb outrage in the proper spirit and has declared his intention to continue to pursue his noble policy of helping India in its political evolution, must have been prompted by a nature the diabolical character of which it is most difficult to fathom. Outrages of this nature were absolutely unknown in India and are repulsive to all true Indian nationalists. The news of this outrage was received throughout India with universal

contempt and condemnation. India owes many good things to her contact with the West, but it seems that she has found it difficult to keep herself entirely aloof from some of the vicious leanings of the West.

This incident is an object lesson of the utter failure of the propaganda of non-violence and proves that when political unrest dribbles down to the masses it is impossible to prevent its manifestation in violent forms.

We heartily congratulate Their Excellencies the Viceroy and Lady Irwin and their party on their miraculous escape from the vicious attempt on their lives.

I am giving expression to the heart-felt feelings of horror and consternation of my constituency, this House, and of the entire people in this country in condemning the dastardly and cowardly attempt to bomb and wreck the Viceregal train, and it is their earnest wish that the miscreants should be speedily brought to book and punished for their insensate and atrocious outrage.

With these few words, I commend the motion for the favourable consideration of the House. (Applause.)

THE HONOURABLE KHAN BAHADUR SIR MUHAMMAD HABIBULLAH (Leader of the House): Sir, I wish, on behalf of myself and on behalf of the Government, to associate myself whole-heartedly with the motion that has been made by my Honourable friend, Lala Ram Saran Das, and the sentiments which he has given expression to. It is only fitting, Sir, that this House at its first meeting should have expressed its strong feelings of abhorrence and detestation at the dastardly and insensate attempt to wreck the Viceregal train and to congratulate Their Excellencies on their providential escape. I think I am right in saying that on no previous occasion were the feelings of the country roused to this pitch as on this occasion in giving expression to their sentiments of abhorrence and indignation. The reason is not far to seek. I believe that I am again right in thinking that Their Excellencies have endeared themselves to all classes and communities in India, whether rich or poor, high or low, prince or peasant, and to every unit of the political parties in this country. (Applause.) While we are to-day giving expression to our feelings of abhorrence and indignation at this dastardly and insensate act and while we are also tendering our congratulations to Their Excellencies for the providential escape, let us not at the same time forget to offer our thankfulness to God for having saved such valuable lives. (Applause.) I am reminded of a Persian saying: "*Dushman agar khavist Negahban khavi thar ast*", which means that if your enemy is strong, your protector is supremely strong. (Applause.) It is therefore to that Supreme Protector that we owe the jubilations which we are indulging in to-day for the providential escape, and let us not forget that fact at all.

I have, Sir, very little to add to what has been said by the Honourable Lala Ram Saran Das except to offer him our gratitude for having made it possible for us to discuss this motion to-day and give expression to our feelings, which was, I think, obligatory on the part of this House. (Applause.)

THE HONOURABLE SARDAR CHARANJIT SINGH (Punjab: Nominated Non-Official): Sir, I had myself given notice of a similar motion, but my Honourable friend Rai Bahadur Lala Ram Saran Das seems to have anticipated me. I therefore whole-heartedly support this motion. As to the outrage, I feel sure there can be only one feeling, of indignation and condemnation. It was an outrage wanton and without parallel. And who was the object

[Sardar Charanjit Singh.]

of this outrage ? The man who is not only the representative of the Sovereign in this country, but also the delegate of His Majesty's deep concern and affection for India. Who can fail to recognise the genuineness and the sincerity of our present Viceroy in his efforts to advance India's cause, and who does not realise that Lord Irwin has proved himself a true friend of India in every sense of the word ? Life is held sacred in every religion of the world, and nothing can be more repugnant to Indian civilisation and to Indian culture than a crime of this nature. That an attempt of this kind could be made in India fills us with sorrow and shame. It is a matter for sincere thankfulness that no harm was done and a far-reaching calamity was so mercifully averted. I join in respectfully offering our sincere congratulations to Their Excellencies the Viceroy and Lady Irwin on the providential escape of themselves and their party.

THE HONOURABLE SARDAR BAHADUR SHIVDEV SINGH UBEROI (Punjab : Sikh) : Sir, on behalf of the Sikhs, of whom I have the privilege to be the representative in this House, I heartily associate myself with every word that has fallen from the Honourable the Mover and the Honourable the Leader of the House as regards this motion. Well, this news is a mixture of evil and of good—evil for the most abhorrent and dastardly crime of the man who did it, and good for the providential help which protected the lives of Their Excellencies Lord and Lady Irwin, and all the members of the staff who were in the train. I do not say much about it, because this act has been condemned in the strongest language by every grade of society, whether it differs from the views of the present Government or not. This shows in what honour and reverence the person of our present Viceroy is held by even his bitterest critics in India. It is a matter of very great and serious concern for everybody that such acts, which are becoming almost everyday occurrences, should not be allowed to develop in the country in order to disturb the whole harmony and peace of the country. This poisonous gas should be removed from the atmosphere with all the firmness which it is the bounden duty of the Government to take in such matters. I think this is the height of the crime that a mean attempt has been made on the lives of the most beloved Viceroy of India and Her Excellency the Vicereine. People who commit such heinous crimes are, I make bold to say, the enemies of the country. They must know that it is not the crimes which they commit which will bring the desired object. Such people are openly for anarchy, I would say. And anarchy, of course, is disastrous to the whole fabric of society and the country as a whole. This criminal act was done on a day when His Excellency was to have a most important talk with some of the Leaders of the Opposition. I cannot refrain from expressing the greatest admiration for the calmness of mind of His Excellency who went through all his programme on the day quite undisturbed. And when I say that such acts should be dealt with with firmness, I also wish to express my feeling that such stray acts of criminals will not disturb the mind of our beloved Viceroy, His Excellency Lord Irwin, especially at this juncture when in his hands lies the future fate of India's constitution. I am sure an Englishman would remain undisturbed even at the greatest provocation because he has got a true sense of his duties towards the King on the one hand and, on the other, towards the people over whom our Viceroy has the destiny to govern.

With these few remarks, Sir, and condemnation of this act on behalf of myself and of my community, I heartily associate myself with every word of the Honourable the Mover and the Honourable the Leader of the House.

THE HONOURABLE SIR ARTHUR FROOM (Bombay Chamber of Commerce) : Sir, on behalf of the non-official Europeans of this Council I wish to express my warm support of this motion which has been most appropriately brought forward by the Honourable Rai Bahadur Lala Ram Saran Das.

THE HONOURABLE PRINCE A. M. M. AKRAM HUSAIN BAHADUR (Bengal : Nominated Non-Official) : Sir, on behalf of the community to which I belong I also take this opportunity to associate myself whole-heartedly and fully, not merely in the spirit of formality but truly and sincerely, with the words of the motion which Rai Bahadur Lala Ram Saran Das has so ably moved and which has been supplemented by the very true and just observations of the Honourable Members of this House.

THE HONOURABLE SIR SANKARAN NAIR (Madras : Non-Muhamadan) : Sir, I heartily support the motion which has been moved on behalf of the constituency which I represent in this Council.

THE HONOURABLE MR. NARAYAN PRASAD ASTHANA (United Provinces Northern : Non-Muhammadan) : Sir, on behalf of the constituency which I represent and also on behalf of the political party to which I belong, I associate myself with every word that has fallen from the lips of the Honourable the Mover and the Honourable the Leader of the House. Sir, an incident like this and a cowardly attack like the bomb outrage would be condemnable in the case of any ordinary person. Even an attempt made against an ordinary person is to be condemned. But when it is made against the representative of His Majesty and against such a sincere well-wisher of the country as His Excellency Lord Irwin, it is the more to be condemned. People who think that they are doing this for their country or for the welfare of the country are sadly mistaken. The self-respect of India demands that such actions must be condemned and condemned in the right and genuine spirit. Actions like these lower Indians and the country in the eyes of foreign countries and therefore it is necessary that we should pass a motion of condemnation in our first meeting and indicate to the world as well as to England that public opinion in India does not favour such dastardly attacks upon the lives of the representatives of the Sovereign.

Sir, I associate myself with everything that has been said.

THE HONOURABLE MR. G. S. KHAPARDE (Berar Representative) : On behalf of the Maharashtra and the Central Provinces of which I am to-day about the only one here I sincerely associate myself with this motion and the spirit in which it has been conceived and put forward and argued. But there is one further argument. This attempt, I felt, was foredoomed to failure from the very beginning because His Excellency and Her Excellency never knew anything about it until they came to Delhi and then only they discovered that there had been some kind of attempt somewhere. It was a dark morning and nobody perceived what it was. That man had obviously studied mechanical engineering and electricity and showed great ingenuity in placing his wires, etc. As has been properly pointed out, if there is a wicked man, God is more powerful than the most wicked in this world. So, the attempt was foredoomed to failure and became a failure and the man deserves to be punished. But

[Mr. G. S. Khaparde.]

he has concealed himself very cleverly. It is nearly a month and our detectives have not yet been able to unearth him. I hope they will find him out and that our Judges and the police will deal with him as he deserves to be dealt with. I do not feel any sympathy for him and I should be very glad to hear that he meets the fate he has in fact invited to himself.

I entirely associate myself with this motion.

THE HONOURABLE MR. SURPUT SING (Bihar and Orissa : Non-Muhammadan) : Sir, on behalf of my constituency and the Jain community of India I beg to support whole-heartedly the motion brought forward by my friend the Honourable Rai Bahadur Lala Ram Saran Das. According to the Jain religion, an attempt on life is considered most sinful and dastardly and a thing which should be detested whole-heartedly. His Excellency Lord Irwin and his party were only providentially saved from this dastardly act and I congratulate them on their escape and fully associate myself with the motion brought forward by my Honourable friend.

THE HONOURABLE THE PRESIDENT : I desire whole-heartedly to associate the Chair with the motion. As there is clearly unanimity in the matter, I am not proposing to take the voices of the Council on the question in the ordinary manner. I will ask Honourable Members who support the motion to rise in their places as soon as I put the question.

The question is :

“That this Council gives expression to its strong feelings of abhorrence and detestation at the dastardly and insensate attempt to wreck the Viceregal train near Delhi on the 23rd December last and congratulates Their Excellencies Lord and Lady Irwin and their party on their providential escape.”

(All Honourable Members rose in their places.)

THE HONOURABLE THE PRESIDENT : The motion is adopted unanimously.

DEATH OF KHAN BAHADUR NAWABZADA SAIYID ASHRAFUDDIN AHMED.

THE HONOURABLE THE PRESIDENT : Before we proceed to any further business this morning I have to ask the Council to join me in an expression of our sorrow at the death, since we last sat together, of one of our colleagues. Khan Bahadur Nawabzada Saiyid Ashrafuddin Ahmed was with us for a very short time, but as a Member of the Central Legislature in another place for a considerable period I am sure he was known to most of us and certainly his genial and venerable figure was familiar to all of us. He often confided to me his ambition to be translated from the other House to this place and that ambition, to his satisfaction and ours, he achieved last summer. Unfortunately he sat with us for one brief Session only and I think in the circumstances his death is still more pathetic in that it occurred within a very few weeks of his first taking his seat in this House. I propose on behalf of the Council to convey to the members of his family an expression of our sorrow and of our deep sympathy with them in their sad bereavement.

GOVERNOR GENERAL'S ASSENT TO BILLS.

SECRETARY OF THE COUNCIL : Sir, information has been received that His Excellency the Governor General has been pleased to grant his assent to the following Bills which were passed by the two Chambers of the Indian Legislature during the Simla Session, 1929 :

- The Indian Soft Coke Cess Act, 1929.
- The Indian Boilers (Amendment) Act, 1929.
- The Indian Census Act, 1929.
- The Bengal Pilot Service (Centralisation of Administration) Act, 1929.
- The Indian Income-tax (Provident Funds Relief) Act, 1929.
- The Indian Territorial Force (Amendment) Act, 1929.
- The Indian Cotton Cess (Amendment) Act, 1929.
- The Indian Registration (Amendment) Act, 1929.
- The Burma Salt (Amendment) Act, 1929.
- The Guardians and Wards (Amendment) Act, 1929.
- The Indian Succession (Amendment) Act, 1929.
- The Child Marriage Restraint Act, 1928.
- The Transfer of Property (Amendment) Act, 1929.
- The Transfer of Property (Amendment) Supplementary Act, 1929.

BILLS PASSED BY THE LEGISLATIVE ASSEMBLY LAID ON THE TABLE.

SECRETARY OF THE COUNCIL : Sir, in accordance with Rule 25 of the Indian Legislative Rules, I lay on the table copies of the following Bills which were passed by the Legislative Assembly at its meetings held on the 23rd, 27th and 29th January and 6th and 12th February, 1930 :

- A Bill further to amend the Inland Steam-vessels Act, 1917, for certain purposes.
- A Bill further to amend the Indian Patents and Designs Act, 1911, for certain purposes.
- A Bill to define and amend the law relating to the sale of goods.
- A Bill to amend the Indian Contract Act, 1872.
- A Bill to amend the Transfer of Property (Amendment) Act, 1929, for a certain purpose.
- A Bill further to amend the Indian Income-tax Act, 1922, for certain purposes.
- A Bill to centralise and vest in the Governor General in Council the control over certain operations relating to dangerous drugs and to increase and render uniform throughout British India the penalties for offences relating to such operations.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.

SECRETARY OF THE COUNCIL : Sir, the following Message has been received from the Secretary of the Legislative Assembly :

“I am directed to inform you that the Legislative Assembly have at their meeting held on the 6th February, 1930, agreed without any amendments to the Bill further to amend the Provident Funds Act, 1925, for certain purposes, which was passed by the Council of State on the 24th September, 1929.”

COMMITTEE ON PETITIONS.

- THE HONOURABLE THE PRESIDENT :** Under Standing Order 76 of the Council of State Standing Orders I am required at the commencement of each Session to constitute a Committee on Petitions consisting of a Chairman and four members. The following Honourable Members have at my request kindly consented to preside over and serve on the Committee. I accordingly have much pleasure in nominating as Chairman of the Committee the Honourable Rai Bahadur Lala Ram Saran Das, and as members, the Honourable Sir Ebrahim Jaffer, the Honourable Mr. P. C. Desika Chari, the Honourable Sir Manmohandas Ramji and the Honourable Raja Moti Chand.

CONGRATULATIONS TO RECIPIENTS OF HONOURS.

THE HONOURABLE THE PRESIDENT : Before I adjourn the House, I have a pleasing duty to perform, a duty which is almost becoming a habit at the beginning of the Session because nowadays I think never an Honours List is issued which does not give me an opportunity of tendering the congratulations of the Council to one or more of its Honourable colleagues. To-day we have to congratulate His Excellency the Commander-in-Chief on his promotion to the highest rank in the Most Exalted Order of the Star of India. Possibly honours nowadays come to His Excellency as a matter of course, but that fact in no sense diminishes our pleasure and our pride—our pleasure that his long and eminent services to India have been so fittingly recognised, and our pride that we have for so long been associated with so great a soldier and distinguished an administrator. (Applause.) We tender to His Excellency our sincerest and warmest congratulations. (Applause.)

I feel for Sir Lancelot Graham, if he will pardon the expression, almost a paternal interest. In the first place, I was personally responsible for his translation from the Western Presidency to the headquarters of the Government of India. That was a long time ago, but from the day he arrived he and I have always been very closely associated together in our work. When I left the Legislative Department of the Government of India to have the honour of occupying this Chair, Mr. Graham, as he then was, succeeded me as Secretary to this Council. That was over five years ago and throughout that period Mr. Graham has been our guide, philosopher and friend. (Applause.) I think I am possibly in a better position than any one to testify that Sir Lancelot has fully earned the Knight Commandership of the Most Eminent Order of the Indian Empire which on New Year's Day His Majesty the King Emperor was pleased to confer upon him. (Applause.) Rarely has an honour

appearing on His Majesty's Birthday or on New Year's Day given me more personal gratification, and in this particular case my gratification was enhanced by the fact that the honour was exceptional, exceptional in this sense, that Knighthoods in the Indian Orders have not as a rule fallen to Secretaries in the Legislative Department of the Government of India. I ask you to endorse what I have said and to tender to Sir Lancelot Graham in all sincerity our warmest congratulations. (Applause.)

So far as I am concerned Mr. Haig is an older friend than even His Excellency the Commander-in-Chief or Sir Lancelot Graham, for we spent the earlier years of our service in the same province together. The Council I know is delighted at Mr. Haig's appointment to the Most Exalted Order of the Star of India. Of Mr. Haig's work for the Government outside this House I am not in a position to speak, but I know the Council will join with me in testifying to the great ability, serenity and tact with which Mr. Haig has represented the Home Department in this House. (Applause.) Never have I heard from any person, whether a Member of this Council or not, any adverse criticism of or anything but praise for the way in which Mr. Haig has conducted his duties in this House. To him also we tender our most cordial congratulations. (Applause.)

HIS EXCELLENCY THE COMMANDER-IN-CHIEF: Sir, I am sure it must be quite unnecessary for me to assure you with what deep gratitude I have listened to the much too kind words in which you have been pleased to refer to myself. I think I am old enough to be able to feel, as I do, that in receiving a distinction of this sort the real pleasure comes not so much perhaps from the distinction as in the feelings of one's friends regarding it. I have been extraordinarily fortunate in receiving honours before now at the hands of His Majesty and no one could be more aware than I am of the deep sense of honour which I do feel it to be to be honoured by His Majesty in receiving a distinguished title like that which has been conferred upon me. But though that is the case, I do feel that the most kind expressions used about this by very many friends have been of greater value to me than the honour itself. Also I am under no delusions as regards this. The present honour which has been given me I feel is not in any way due to any attribute which I personally may or may not possess. The honour has come to me owing to the position which I happen to hold, and any success which I may have achieved in that, either in command of the Army or in the administration of it, I feel is entirely due to that large number of magnificent comrades I have serving with me, from Generals down to sepoy, than whom no man could have had more loyal friends. It is the good work done by them which I know has brought this honour to me on this occasion. I thank you, Sir, very much for the kind expressions you have used regarding me.

THE HONOURABLE SIR LANCELOT GRAHAM (Secretary, Legislative Department): Sir, I desire to tender to you and to the Members of this Honourable Council my most profound thanks for the altogether over-generous manner in which you, Sir, have conveyed to me your sentiments and the sentiments of Members of this Council, which I have had the honour to serve as Secretary for many years sitting at the table and of which I have now the greater honour of being a Member.

THE HONOURABLE MR. H. G. HAIG (Home Secretary): I am most grateful to you, Sir, for the more than kind terms in which you have referred

[Mr. H. G. Haig.]

to my association with this Council in connection with the honour that has been conferred upon me, and I am most grateful to my fellow Members for the endorsement which they gave to those words. I cannot claim to be one of the oldest inhabitants of this Council but I think perhaps in its life I have now attained a respectable middle age and I very greatly appreciate the good wishes coming from those who have known me and with whom I have worked now for a number of years.

THE HONOURABLE KHAN BAHADUR SIR MUHAMMAD HABIBULLAH (Leader of the House): Sir, there is not sufficient Government business to necessitate a meeting of the Council on Tuesday, the 18th. The lists of business for Wednesday, the 19th, and Thursday, the 20th February, are already in the hands of Honourable Members.

The Council then adjourned till Eleven of the Clock on Wednesday, the 19th February, 1930.
